

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., DECEMBER 10, 1899.

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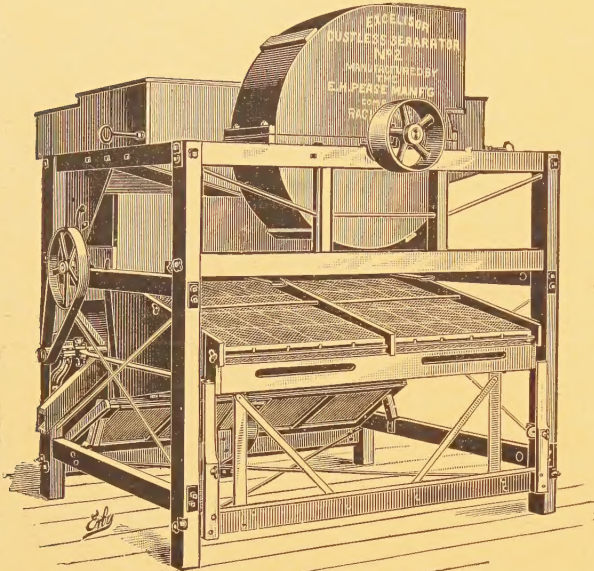


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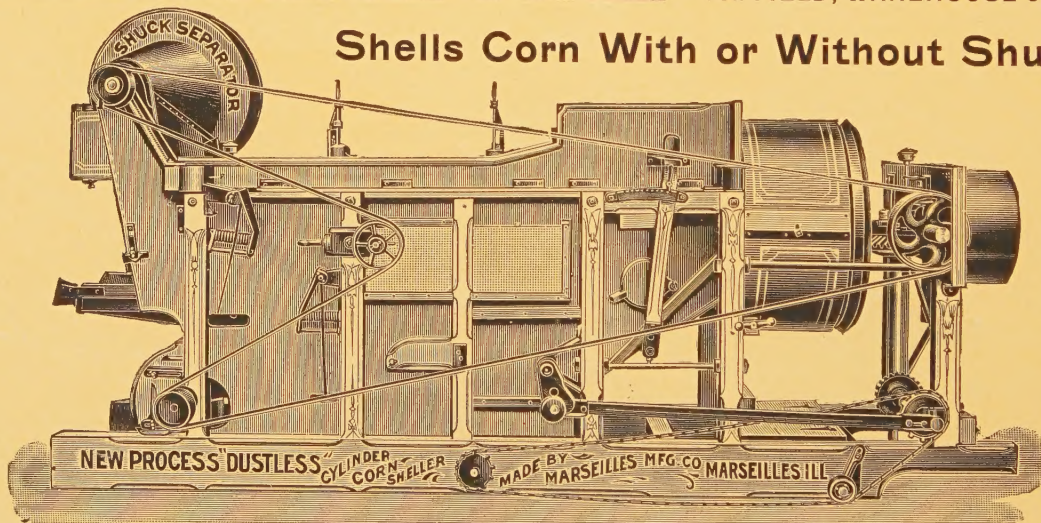
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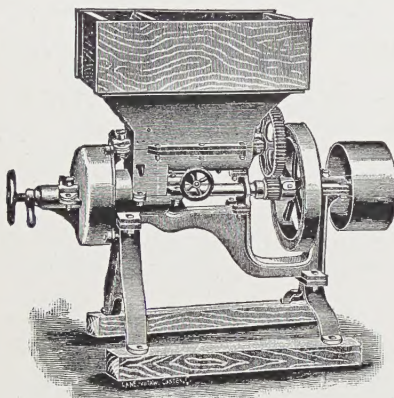
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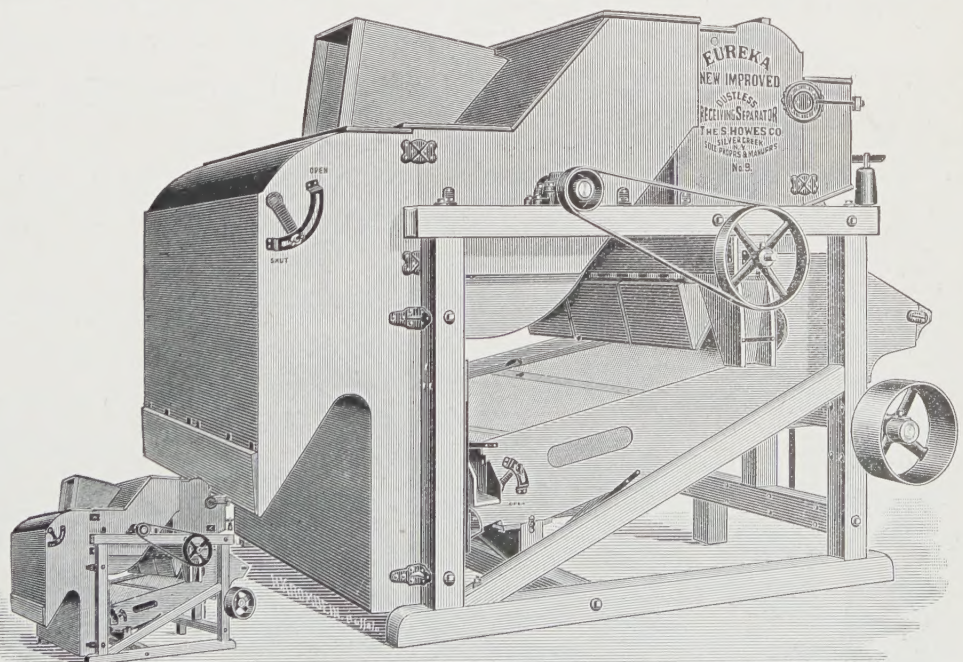
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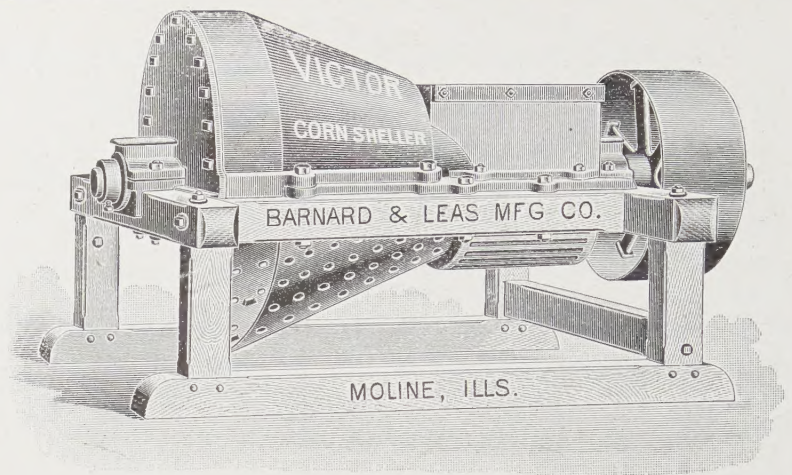
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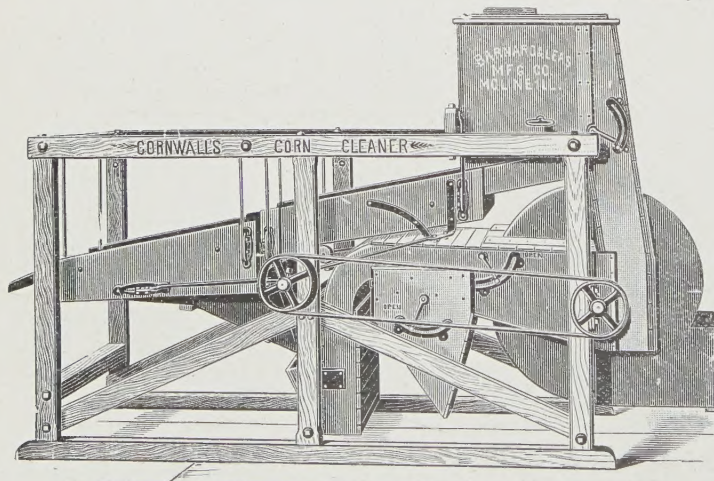
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A combined sieve and air machine. Never clogs; cleans cleaner than any other; corn never grades dirty; once through does the work; saves screenings for feed; is dustless; runs light; is durable. Sieves are adjustable. Cleaner can be used for other grains.

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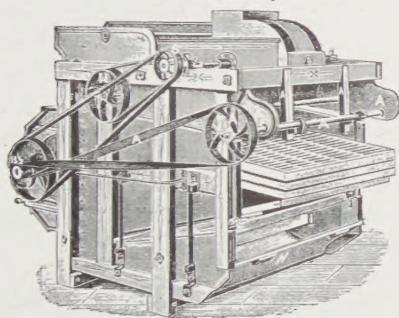
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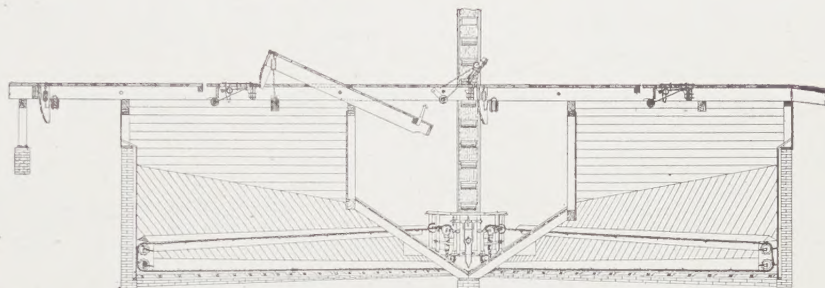
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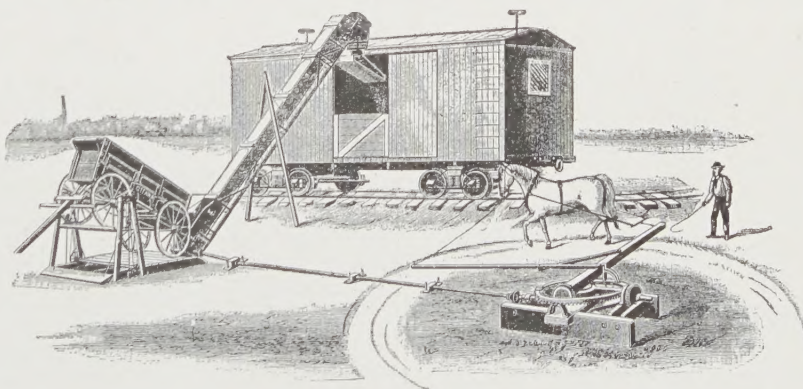
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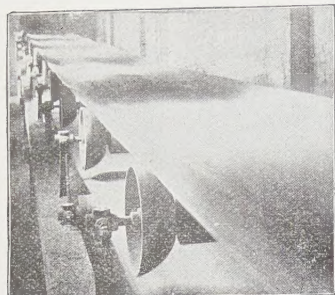


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Grain Trippers, Car Pullers, Spouting,  
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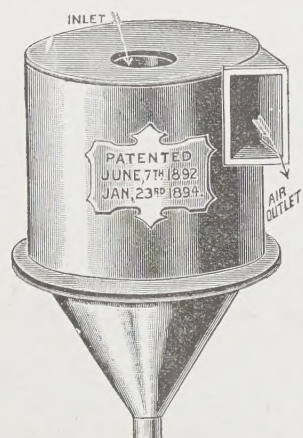
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Dust Collectors  
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with FURNACE  
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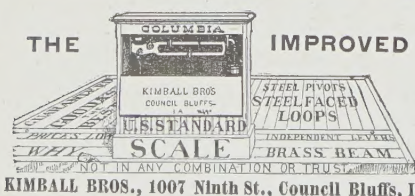
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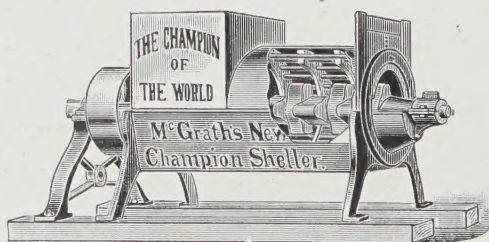
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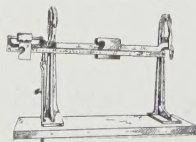
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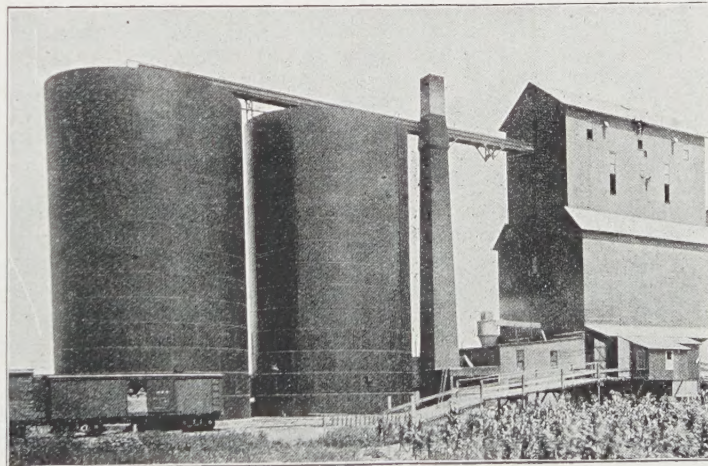
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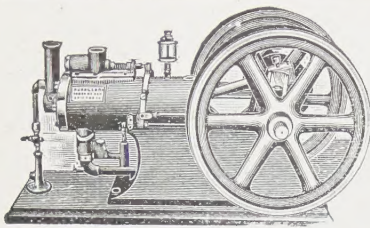


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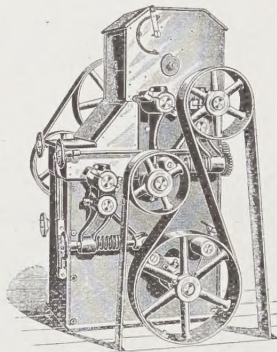
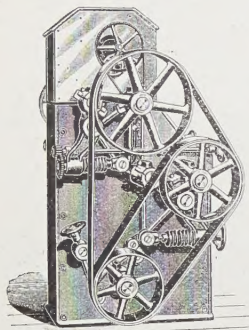
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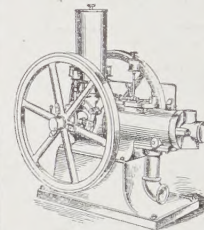
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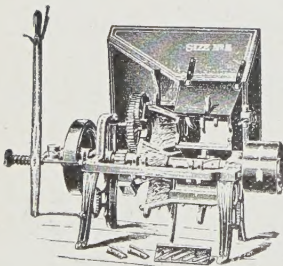
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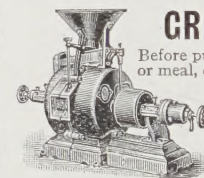
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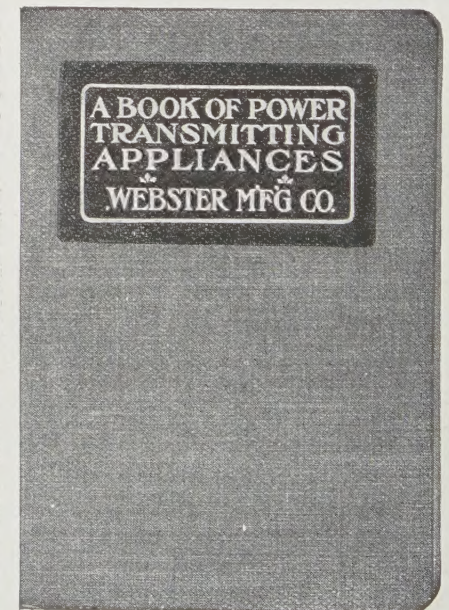


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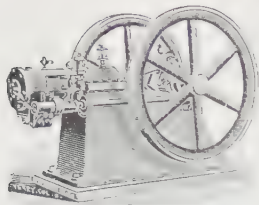
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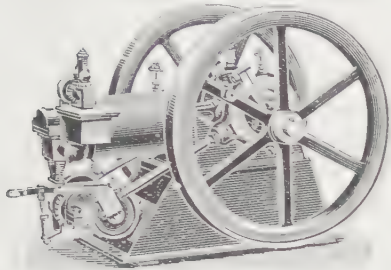
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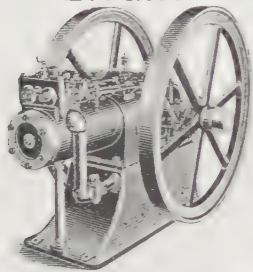


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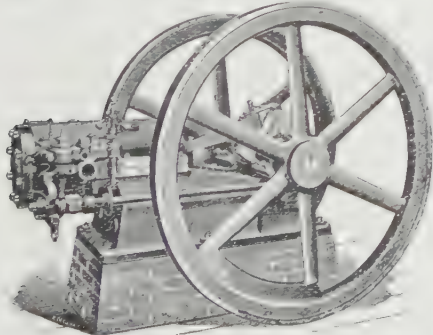
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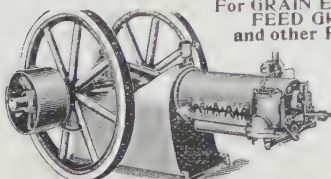


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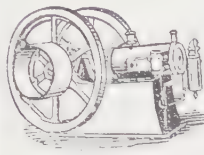


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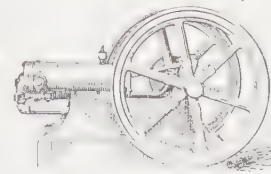
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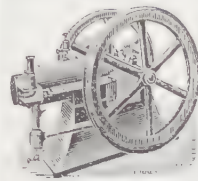
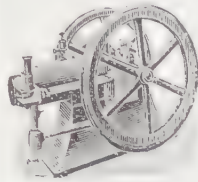


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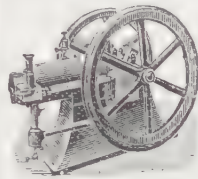
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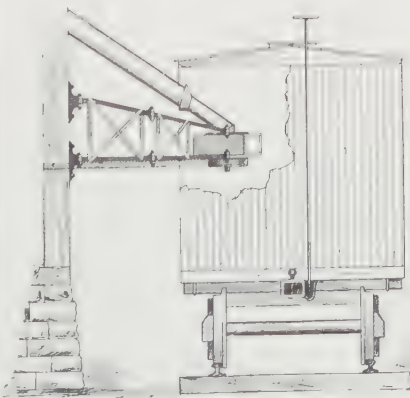
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Without aid of hand labor.

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GASOLINE engine wanted, all kinds, by elevator men everywhere. Don't let yours rust away. Advertise it here and get your price for it.

BOILER, 10 or 11-ft., 40-h. p., and one 30 or 35-h. p. engine, wanted; cheap and good for cash, if works to my satisfaction. Morgan Johnson, Greenville, O.

EXCHANGE. We have 10-h. p. Webster gasoline engine, nearly new, in good repair. Want to trade for 20-h. p. steam engine and boiler complete. The John Walters Co., Parnell, Ill.

## MACHINES WANTED.

SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want.

FRENCH burr corn and feed mill wanted. Second hand, 18-in., with bolt or sieve for meal; at price not over \$30. Byron McEvers, Glasgow, Illinois.

**WANTED.**

POSITION wanted in elevator by experienced man. La Verne Lewellyn, 209 E. 64th St., Chicago.

POSITION wanted by an experienced grain man. Buyer, Box 9, care Grain Dealers Journal, 10 Pacific av., Chicago.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

POSITION wanted as manager in good elevator; understand grain business; 10 years' experience; good recommendations if wanted. J. H. Cruse, Houston, O.

EXPERIENCED grain and lumber man would be willing to assume the management of a line of elevators or lumber yards for a share of the profits. Write L. B. 8, Boyden, Ia.

PARTNER wanted. Practical grain man with some means, wanted to join silent partner in purchase of elevator at one of Indiana's best stations. Address Snap, Grain Dealers Journal, Chicago, Ill.

WANTED, in case we don't sell half interest in Wamego elevator, an all-around elevator man who can attend to the business and elevator in case the proprietor is away. Jas. Sheeran, Chapman, Kan.

ELEVATORS WANTED. We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

**MACHINES FOR SALE.**

IF YOU do not find what you want advertise for it here.

TWO Eureka grain cleaners for sale. No. 21-2; cap. 70 to 90 bu. an hour. Phoenix Flour Mill, Evansville, Ind.

CAR SHIFTING DEVICE. More powerful than team of horses or 10 men; sent on trial. Price \$5. Write K. H. Stafford & Bros., 22 Van Buren St., Chicago.

ONE No. 31 Barnard & Leas special receiving separator, capacity 100 bu. an hour; used only 1 month; and some reels suitable for rye bolts for sale. W. H. Caldwell, 703 Royal Ins. Bldg., Chicago.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

**FOR SALE-MISCELLANEOUS.**

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

**WANTED-MISCELLANEOUS.**

Cards wanted, second-hand, to fit a 3x5-inch Globe Card Index. If only one side is clear of marks cards will answer my purpose. Address Cards, Box 9, care Grain Dealers Journal, Chicago.

**FOR RENT.**

TO LET.—Space in this department, to elevator owners who wish to let

**GRAIN FOR SALE AND WANTED.**

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

OATS wanted. Red rust-proof, free of Johnson grass; also big-yielding pure white oats. E. Schiff Co., Greenville, Tex.

...THE PROPER...

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**SENT ON APPROVAL.**  
**IF NOT SATISFACTORY, NO SALE.**  
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The Shoe is made of Crucible Steel. Will not break nor slip on rail, but the harder you press, the tighter it grips.

**There is no Knife to get dull.**  
It is very simple and nothing to get out of order. To operate, raise lever till front end touches rail, then move forward.

**In ordering, give the size of rail.**

Correspond with  
**F.B. Nims.**  
LAKE ODESSA, MICH.

## IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery, try a liner ad. in the GRAIN DEALERS JOURNAL; its inexpensive and effective.

ADOLLARWELLINVESTEDISWORTH TWENTYSAVEDSUBSCRIBETODAY

**GRAIN DEALERS COMPANY,**  
10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please send the

**GRAIN DEALERS JOURNAL** on the 10th and 25th of each month, for one year to

Name \_\_\_\_\_

Post Office \_\_\_\_\_

County \_\_\_\_\_

Date \_\_\_\_\_ State \_\_\_\_\_

## Clarks Grain Tables

AVOID UNNECESSARY FIGURING,  
PREVENT ERRORS IN COMPUTATIONS  
BY USING

CLARK'S STANDARD SERIES  
OF GRAIN CALCULATORS,  
FOR REDUCING POUNDS TO BUSHELS.

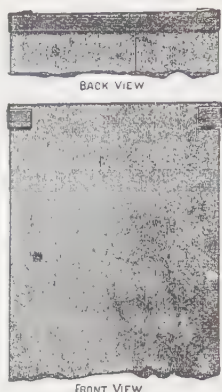
**Clark's Grain Tables for Wagon Loads** reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

**Clark's Vest Pocket Grain Tables** include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2½ inches wide by 8¼ inches long. Price 50 cents.

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**Bushel Values** is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the  
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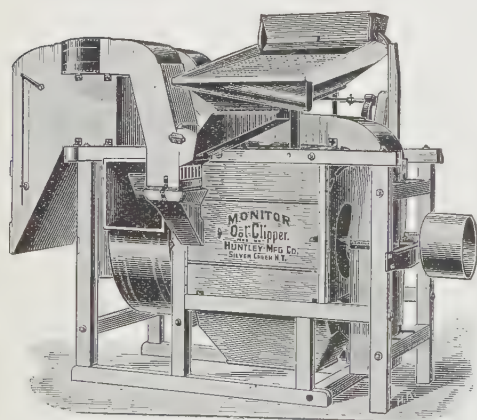
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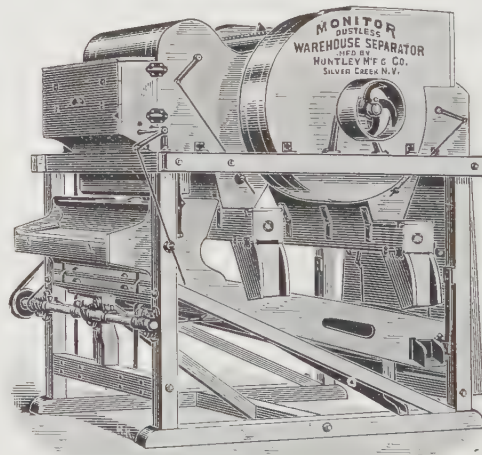
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SILVER CREEK, N. Y.,  
SOLE MANUFACTURERS.

**B. F. RYER,**  
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32 Traders Bldg., CHICAGO, ILL.



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THE WORLD OVER.

Barley, Corn, Flax  
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**OAT CLIPPERS,  
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# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month  
BY THE

## GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
NORMAN H. CAMP, . . . Attorney for the Company.

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., DECEMBER 10, 1899.

The wet weather of the past week is not likely to raise the grade of soft corn of Iowa and Illinois.

Keep out of the bucket shops and then when you win, you will have some show of collecting your winnings.

Send us a copy of scale ticket form you are using and state whether or not you are required to attach revenue stamp.

The shipper who insists on the receiver cutting commission in two must also expect to have the service given reduced one-half. The receiver can hardly afford to do otherwise.

According to different reports received from crop and weather bureaus, the Hessian fly is enjoying a feast in the winter wheat fields. And yet the Bulls have not recognized it.

Well made elevator machinery, like anything else, is most satisfactory and in the long run, the cheapest. The cheap stuff will invariably break down just at a time when the elevator man cannot afford to stop for repairs.

So far, the hay trade seems to have profited more by the South African war than has the grain trade, because a number of orders for the former article for South African shipment have been filled, while the grain trade has profited nothing.

The freight paid on dirt to Duluth last year has been estimated at an amount far in excess of a sum needed to equip every country elevator in the northwest with a good cleaner. With such facts before him, no grain dealer can afford to continue paying the grain rate of freight on dirt.

Pittsburgh has made another effort to improve the facilities for weighing grain in that market. It will surely be appreciated by every country shipper who sends grain there, however, it is to be hoped that the receivers will con-

tinue to work for further improvements in the facilities.

Millers who put in separators, clean farmers' wheat and return screenings and dirt to them before settlement, without exception, report that the machine pays for itself within a few months. Elevator men can do as well and get a continuous profit from machine after it pays for itself.

The reform movement has reached the stock exchanges and the Chicago Exchange has gone so far as to expel one of its members for his connection with bucket shops. This same individual is a member of the Board of Trade and no doubt will meet a similar fate at the hands of the Board's Directory.

A corn sheller which leaves just a little corn on each cob is not always a profitable investment. In the course of a year the dealer might, in using such a sheller, throw enough corn into his cob pile to pay for several first-class shellers. The sheller which does its work thoroughly is the cheapest at any price.

Ohio elevator men who are ever ready to kick upon the rate they are asked to pay for insurance would readily appreciate the undesirability of their plants from an insurance standpoint, if they were to inspect some of the new modern elevators built to meet the requirements of the insurance companies.

In this number are given several forms of grain and scale tickets used by grain dealers in order to avoid payment of tax which Congress intended to levy upon orders for money, checks, etc. We sincerely hope they will assist our many readers in obtaining relief from much of the burdensome war tax.

Grain dealers conducting business in incorporated towns can obtain relief from the unreasonable scoop shovel competition through the license scheme of the Grain Dealers' National Association. Wherever it has been adopted and enforced, the regular dealer has obtained complete immunity from transient competitors.

An Iowa dealer who has frequently complained of the unreasonable bids made by his competitor has at last learned, much to his chagrin, that he was the easy victim of the farmers' tricks. It seems that the farmers put their heads together and by agreeing upon price to tell the credulous dealer, convinced him that his competitor was paying more for grain than he could afford. It is a game that has been played upon buyers before and the shrewd dealer has always noticed that the farmer was willing to let him have

the load at the price "bid by his competitor." Dealers who quickly fall into this trap need the assistance of some live grain trade publication to help them to see through the trick.

The shipper who puts in first-class clippers and employs competent men to operate them, in most cases, obtains very profitable results; but the shipper who puts in the cheapest machine he can find and then employs an inexperienced man to keep them running or permits them to run themselves, seldom, if ever, gets a profit from his investment.

Grain dealers who have kept grain in store or who buy grain that has been stored by farmers, will profit by keeping a sharp lookout for those pesky little grain eaters which thrive and multiply during warm open weather, such as we have had this fall. Weevil will do much damage to grain and will reduce the grade if they are seen by the inspector.

A grain man of twenty years' experience says, that he has found it to his advantage to feed several cars of cattle every season because it assists him in obtaining a higher price for off-grade grain and also enables him to keep his feed mill running the greater part of the time. Then he has educated other feeders to use ground feed by setting them a good example.

The friends of the Metric system, in fact the only system of weights and measures for grain, are working in hopes of bringing about international legislation which will result in a uniform system of weights and measures throughout the world. Such a result would surely result in great economy of time and labor and bring the markets of the world nearer together.

The friends of the large car will notice that New England buyers are bidding  $\frac{1}{4}$  to  $\frac{1}{2}$  cent less per bushel for grain in large loads. The interior dealers have not storage room nor capital to care for such large amounts. So the smaller cars must be used or the western shippers will lose much of their small trade to the New England jobbers, who can supply the trade with whatever is desired.

Shippers should bear in mind that all the corn being graded 4 in the different markets is not all so graded by reason of the unusual amount of moisture contained, but because some of it is very dirty. Broken cobs, husks, and silk cannot be sold in terminal markets as corn, although the railroad companies charge the same rate on this stuff that they do on corn when loaded in the same car. The corn shipper who thinks that a cleaner is a useless ex-

pense will profit by investigating the matter. It may be that his carelessness is costing him the price of several cleaners each season.

American capital is to be invested in providing facilities for the proper handling of grain exported via the Montreal route. Three large elevators are to be erected at the Canadian capital and one at Port Colborne. Grain carrying vessels will be constructed specially for this trade and no doubt the amount of grain exported via Montreal will be largely increased. The city has been sorely lacking in proper facilities to care for even the trade which came its way.

Grain elevator men who are so very anxious to secure reduction in cost of their insurance should be careful lest they get insurance so cheap as to be worthless. Virginia has long been noted as the home of Wild Cat Mutuals which will issue iron-clad policies at any price, yet never pay a loss. When so many responsible companies are offering insurance at a fair rate, there is no excuse whatever for wasting money in the purchase of worthless policies from such concerns.

Complaints of losses suffered by grain shippers owing to their inability to get cars, continue to reach us. Judging from the experience of shippers who have taken the precaution to send formal, written notice to carrier demanding cars, it would seem that there is no excuse for any shipper being forced to suspend business, as many of them have done during recent months. A verbal order or kick to the local agent has no effect whatever. It may be, it never reaches the proper authority. A formal notice attested before a Notary or signed by witnesses and letter press copy preserved, will generally bring cars within a reasonable time. We have not yet heard of any dealer who tried this expedient without success.

A grain market which will not permit duplicate certificate of inspection to be issued to a shipper of grain to that market without the consent of the consignee by the adoption of such a rule casts suspicion upon the honesty of every receiver in it. The country shipper pays for the inspecting and weighing. The inspector and weighmaster are supposed to serve him, and it is not fair to his interests that such servants should be required to refuse to give him duplicate certificate of inspection or weight of his grain, without consulting the man who handled it in that market. We have not but the highest regard for the members of the Baltimore Chamber of Commerce, yet in justice to its members the Chamber

should change this rule and remove the suspicion which must hang over the dealings of members as long as that rule exists and is enforced.

Illinois farmers did not succeed in inducing the last legislature to enact a law making 68 pounds of corn a bushel, so some of the farmers are attempting to force the grain dealers into paying more for their product by bringing corn containing an unusual amount of broken cobs, shucks and stalks to market. This is in keeping with the carelessness of the corn growers of Texas and the Southwest where the grain buyer takes 72 to 75 pounds for a bushel. The farmers seem to be determined to get ahead of the grain dealer if possible.

A gentleman who has visited many grain elevators tells in this number of some of the causes which have been responsible for incorrect weights at country points. There are many other ways which the grain buyer can readily discover himself if he will but take the time to study the construction and proper arrangement of his scale. He might as well attempt to do business without subtraction, and instead, add the tare to the gross weight and settle on the basis of total weight as an Indiana dealer found his man doing, one day last spring.

According to the Insurance Monitor, a public adjustor, or adjustor for the insured, has been making a reputation for himself which some seem disposed to credit to all of that class. This special adjustor devised a very pretty scheme whereby to cheat both company and client. Even with such tricky public adjustors (the only ones who pretend to look out for the interests of the insured) policy holders are far safer than when left to the bull-dozing of such company's adjustors. The latter invariably insist upon adjusting the loss at a very low figure. It will be remembered by those who were so fortunate as to be at the last meeting of the Western Indiana Association that several members who had recently suffered loss by fire cited sad experiences with stock company adjustors. One man whose plant was burned estimated that the adjustors had beaten him out of \$1,500. The agents of stock companies are ever eager to write all the insurance on a plant the elevator man is willing to pay for. It does not matter to them that he is over-insured. They are interested alone in commissions. The only safe way is to have written appraisements made of plant by disinterested parties every two or three years. After the first appraisalment the expense for additions is comparatively small, and generally the pos-

essor of such appraisalment who meets with fire loss finds it worth several hundred times what it cost him. It effectually protects him from the stock company's browbeating adjustor and removes all suspicion of his attempting to collect insurance on property, which he could not prove he possessed without appraisalment.

A number of gullible persons who are anxious to get rich quickly have recently met with severe losses in the closing up of the Franklin Syndicate of New York and the Combination Investment Co. of Chicago. We have had several letters of inquiry regarding the latter concern and warned our correspondents against placing any money with them. The claim of the shrewd promoters of the investment companies of having a sure system of winning in a market will never be credited by any man of sense, who stops to think how very foolish the promoter would be to give away a sure thing if he possessed it. Playing the market on system has long since proved a failure. There is only one sure way or system in which one can avoid losses in stock or grain markets, and that is—to stay out of them.

## ASKED AND ANSWERED

### NO CARS; MUST PAY HIGHER RATE.

In reply to the inquiry of S. A. Muff of New Carlisle, O., as to whether the railroad can collect the higher rate of freight which went into effect Nov. 1st on corn sold Oct. 1st, and for which cars were ordered for October, but which cars the railroad failed to furnish because of their scarcity, will say, that he is liable to pay the rate of freight in effect at the time of shipment. If he is entitled to recover damages from the railroad for failure to deliver cars when ordered, under the rule of law as laid down in the Grain Dealers Journal of Nov. 10th, 1899, on page 285, we think the increased rate of freight which he is now obliged to pay and which reduces his profits, would be an element of damage to be considered by the jury.

### UNTAXED FORM OF WHEAT TICKET.

Grain Dealers Journal: I have read that there is a form of wheat check or receipt that mills and elevators can issue to farmers in payment for grain that need not be stamped with a 2-cent revenue stamp, as an ordinary check does. We use a form of check used by elevator companies in Minnesota. But it requires a stamp, so the bank claims, and we have never been able to get a decision out of the internal revenue office. What is the custom among the large buyers of grain? Where a great many loads of grain are bought every day it is quite an item. I will appreciate any information in this line. E. E. Ellsworth, Johnson City, Tenn. Ans.:—A form of ticket that does not require a stamp is described in the Grain Dealers Journal for Nov. 25, page 312, together with the method of using.

## LETTERS FROM THE TRADE

[Regular grain dealers are invited to contribute letters on grain trade subjects, for publication in this department.]

## AN APPROVED GRAIN TICKET.

Grain Dealers Journal: I enclose herewith a grain ticket which I am using. It has been approved by the Internal Revenue Commissioner, and may be a money saver for readers—probably reduce the "Cost of What a Grain Man Doesn't Know." Enclosed find one dollar for the Journal. W. S. Du Bois, Rockwell City, Iowa.

\$.....

Bu.....

Date.....

To.....

No.....

W. S. DuBois. Grain Ticket.

Rockwell City, Iowa, .....1.....

Received from..... Bu. Grain

Dollars, \$.....

This Grain Ticket will be cashed at the FIRST NATIONAL BANK, and must be presented by the parties to whom it is drawn. If presented by any other person a two-cent stamp must be attached.

## CORN INSPECTION AT THREE POINTS COMPARED.

Grain Dealers Journal: I have compared inspection in Toledo, Chicago and Detroit for a period of about 14 days, showing the receipts of corn and the per cent of off-grades. It will be seen by this that a large per cent of the corn arriving at these markets has been grading off; that is, No. 4 and lower grades.

## CHICAGO, ILL.

Nov.	Cars No. 4 and under.	Cars over No. 4.	Total	Per cent
9.....	34	146	180	19
10.....	63	160	223	28
11.....	74	157	231	32
13.....	87	211	298	29
14.....	91	248	339	27
15.....	79	143	213	33
16.....	71	121	192	37
17.....	81	162	243	33
18.....	104	144	248	42
20.....	119	173	292	41
21.....	108	252	360	30
22.....	39	102	141	33
23.....	46	114	160	29
24.....	61	119	180	35

## TOLEDO, OHIO.

Nov.	Cars No. 4 and under.	Cars over No. 4.	Total	Per cent
9.....	2	7	9	22
10.....	25	31	56	44
11.....	21	15	36	58
13.....	20	23	58	43
14.....	18	9	27	68
15.....	19	6	25	78
16.....	10	17	27	38
17.....	19	5	24	79
18.....	18	15	33	55
20.....	20	9	29	69
21.....	13	9	22	60
22.....	6	3	9	68
23.....	26	2	28	93
24.....	14	2	16	87

## DETROIT, MICH.

Nov.	Cars No. 4 and under.	Cars over No. 4.	Total	Per cent
8.....	3	13	16	18
9.....	0	5	5	0
10.....	3	7	10	30
11.....	0	0	4	0
13.....	5	5	10	50
16.....	3	9	12	25
17.....	13	5	18	60
18.....	1	7	8	12
20.....	4	12	16	25
21.....	4	14	18	22
22.....	3	6	9	33
23.....	2	4	6	33

This evidently is caused by the amount of new corn since Nov. 1, 1899, and it shows that dealers should be more careful in handling new corn and wait until it is thoroughly dry and in good condition to move. E. R. Ulrich, Jr., Springfield, Ill.

## LOSS CAUSED BY CAR SHORTAGE.

Grain Dealers Journal: I desire to file my complaints against the Big Four Railroad Company, having lost \$800 or \$1,000 since May 15 for want of reasonable car supply. I had 10,000 bushels of corn and wheat on hand and commenced ordering cars May 10, and had 2,000 bushels of wheat left in elevator when threshing commenced. Then I had to fill my elevator with 70-cent wheat. The dearth of cars continued until Nov. 10. I have been compelled to ship out 5,000 bushels of wheat at a loss of 6 cents per bushel. I frequently had to turn off trade for want of cars.

I am in favor of testing the right of

like may be cashed by a regular employee of the company issuing same and directly to the party to whom they are issued, without liability to the stamp tax, and they may also be cashed by a person not a regular employee of the company issuing same, provided the company deposits money with said person for the specific purpose of cashing these tickets, and provided the tickets are cashed out of the buyer's money and no other." F. E. Coyne, Collector First District of Illinois.

## CARS SCARCE; OBJECT TO LARGE CARS; CORN EXCELLENT.

Grain Dealers Journal: The scarcity of cars for corn and hay shipments still continues as great as it was thirty days since. One or two of the Trunk lines seem to have a little better supply, but nothing in comparison with the demand of shippers. Many of the country elevators located on lines other than Trunk lines, and many elevators located at points where there is no competing line, have been compelled to close awaiting a supply of cars. The scarcity of cars also had the effect to compel shippers to load heavily and this has been a serious objection to the buyers for eastern and interior trade, as much of the interior trade is made up of small dealers who do not have sufficient storage for handling more than an average size carload—say, 700 or 800 bushels.

The New England people are raising a great howl about big cars, and will not pay within  $\frac{1}{4}$  to  $\frac{1}{2}$  cent of the price they will pay for medium sized loads when shipped in cars containing 1,000 bushels and over.

Our crop of corn is an excellent one, and has been giving entire satisfaction to the interior trade. We have not

the railroad company to ignore local shipper's order to such a ruinous extent. David Grubb, Waldron, Ind.

## TICKET REQUIRING NO STAMP.

Grain Dealers Journal: We send you herewith form of ticket we use to purchase grain from farmers. When this ticket is cashed by a merchant or by

No. ....

\$ ..... 189

Bought of ..... Net Bushels

of No. .... at ..... per Bushel

amounting to ..... Dollars

Kind of Grain ..... Grade ..... Dkg. per Bu. .... Lbs.

Gross Weight ..... BUS. .... LBS.

Dockage - ..... Per ..... Agt.

Net Weight ..... Per ..... Agt.

McCAUL-WEBSTER CO.

WHOLESALE GRAIN MERCHANTS.

one of our employees, it requires no revenue stamp; but if cashed by a banker there is a difference of opinion as to whether or not it should bear a revenue stamp. Some bankers cash them without revenue stamps, others require them. McCaul-Webster Elevator Co., Minneapolis, Minn.

## RULING ON STAMP TAX.

Grain Dealers Journal: With regard to stamp tax on checks issued to farmers for grain, I have to quote for the information of dealers, Ruling No. 21,708 of the Commissioner's Office, under date of Oct. 30, 1899:

"Grain and cotton tickets and the

heard of any hot corn on this year's crop as yet, although the weather has been quite warm and favorable for hot corn. J. W. McCord, Columbus, O.

## WORKING ON TOO SMALL MARGIN.

Grain Dealers Journal: Farmers may be honest in believing that they gain by working country dealers to handle their grain for a thin shaving of profit, but their view of results is limited and selfish. When grain is bought on as small margins as at present, many dealers feel that they cannot afford to take chances of loss by changing markets, and so sell it on track bids; and track buyers, some of whom have no

elevator facilities, in order to secure their small profits and be ready for more business, press the grain on eastern buyers. Thus, one western buyer after another disposes of grain at forced sale because it was bought on too small margins, and in all instances eastern and foreign buyers make prices, which would not be the case if western dealers were not obliged to sell. But this way of handling grain on small and limited profits at best tends to continually lower prices, and in the end farmers suffer even worse than those who buy their grain. If all country dealers consigned grain, as formerly when shipping to this market, they would buy on better margins, commission men would be better paid for their work, eastern and foreign buyers would not have things all their own way, and prices might in time be worked up to the old level.—E. W. Burdick, Chicago, Ill.

#### GET OFFICIAL WEIGHTS AT PITTSBURG.

Grain Dealers Journal: I notice among the many items of interest discussed in the Grain Dealers Journal that the subject of weights, and especially the proper unloading and sweeping out of cars at terminal points, occupies a prominent place.

It may be of general interest to the trade to know that the Central Elevator Co., of this city, has issued a rate of \$3 per car for weighing grain through the elevator, putting it back in the same car if desired. It can then be switched to any point in the city free, or can be pro-rated east at through rate of freight from original point of shipment, the only charge being the \$3 for weighing. Being on the Pennsylvania Line the pro-rating will apply, of course, only to grain originating on that line; but the switching privileges apply to all grain arriving over the Pennsylvania Line.

For a great many years there have been complaints as to our system of weighing, and, unfortunately, too much ground for them; but from now on no shipper need complain. If he fails to avail himself of the protection offered he has himself to blame and it is hoped that the shippers will instruct their correspondents here to procure official weights through the elevator. The commission merchants here will no doubt pay one-half of the expense, so that it will surely be worth \$1.50 per car to have full protection in this market. R. S. McCague, Pittsburg, Pa.

#### OHIO ASSOCIATION AND TRADE.

Grain Dealers Journal: While the Ohio Association has not made much headway, having held no meetings since September, yet, through its influence and the general good feeling among the trade over the State, everything seems to be progressing in a very harmonious manner.

We have not heard of any serious troubles in the way of prices excepting for one day at London, Ohio, where they broke loose and put the corn price 2 cents per bushel over what they could get for it; and one day at Circleville, Ohio, they broke loose and put the price 1 cent above what they could get for it, but the people got together the next day and restored prices to fair values.

We think that when we hold our next meeting, which we expect to have some time in January, that we will have a sort of love feast. Everybody wants to

be in a good humor and old sores are being left in the background. We think all of the dealers have done fairly well in the way of profits, and had there been a better supply of cars it would have been a banner year both in way of profits and the volume of business.

Since the recent decline of corn set in the dealers who have been crying so loudly for cars are not quite so anxious for them, as they have their houses full of cheap corn all paid for, and the receipts from farmers are rather light, so that the balance of this month promises to show a light business, which is not unusual at this time of the year. Everybody getting ready for the holidays. J. W. McCord, Columbus, O.

#### LONG SCALES BETTER; CARELESS WEIGHING.

Grain Dealers Journal: I have noted the opinions of your correspondents as to advantages and disadvantages of long and short scales, but long before this correspondence began I had come to the conclusion that a long scale was the better of the two in the point of accuracy of weights. I do not think it possible to weigh as correctly on short scales with the team off of the scale, as if the team and wagon were all on the scale. I have seen it demonstrated where weighing on a short scale, the team was allowed to pull against the collars nearly enough to start the wagon, and thus make the load weigh many pounds heavier than it would weigh without the team hitched to it. The same can be done if the team backs up a little, but most users of wagon scales have learned to watch the drivers lest they have their brake set and their horses drawing against the load. With a long scale this is entirely obviated. Where a scale has a double beam the tare can usually be taken with one of them and there is no liability to err in this part of the work.

In many years of travel among grain buyers, I have never met but one or two who came out strongly in favor of the short scale. One of these furnished only one objection against the long scale. He stated that when the team was on the scale in fly time the horses stamping caused the scale beam to jump up and down and be unsteady, and therefore, consumed time in getting a correct weight. This he could easily remedy with any up-to-date scale by changing the position of the small weight that turns on a screw and which is used to correct the balance of the scales by reason of accumulation of dirt on the platform. The raising or lowering of this small weight above or below the bearing point of the scale beam will cause the beam to have a quick or slow up and down movement, so with the scales of today this man's objections would not count for anything.

My observations convince me that there is a great amount of carelessness on the part of users of scales, in the matter of keeping them in order. Many scales are used for years, the knife bearings being allowed to become dull and out of level, and they get out of order in other ways, which cause them to weigh incorrectly. On more than one occasion I have seen scales that were set up in perfect shape in every other particular except that the beam rod leading from the scale levers to the beam would be out of plumb. This might be in such a way as to make the scales draw too heavy or too light, and the

user be entirely ignorant of the fact that there was anything wrong. Yours respectfully, W. H. Caldwell, Chicago, Ill.

## SEEDS.

The Grenell Seed Co., of Saginaw, Mich., has prepared plans for a 3-story brick building.

Our seed exports during October, as reported by O. P. Austin, chief of the Bureau of Statistics, were 5,743,000 pounds clover; 1,149,000 pounds timothy seed; 4,365,000 pounds cottonseed; 1,009,000 bushels flaxseed; against 1,740,000 pounds clover, 1,192,000 pounds timothy seed, 1,002,000 pounds cottonseed, and 848,000 bushels flaxseed, during October, 1898.

The annual report of Secretary Wilson of the Department of Agriculture says with regard to seed distribution, that there is no need for the department to come into competition with the sales of seedsmen, but that there is room for valuable work in the collection and distribution of such foreign seeds and plants as are adapted to this country, but would not be secured by private enterprise.

Seed exports from the United States for the ten months ending with October, as reported by O. P. Austin, chief of the Bureau of Statistics, included 18,644,000 pounds of clover seed; 12,146,000 pounds of timothy seed; 30,723,000 pounds of cottonseed; and 1,555,000 bushels of flaxseed; compared with 20,936 pounds of clover seed; 9,672,000 pounds of timothy seed; 22,867,000 pounds of cottonseed; and 1,677,000 bushels of flaxseed, for the corresponding period of 1898.

A. J. Pieters, in charge of the pure seed investigations for the Department of Agriculture, has issued a bulletin on crimson clover seed. The seed laboratory of the division of botany is making a special study of grass and forage plant seeds. Farmers and grain dealers will find it to their advantage to send samples for test, giving the name of the firm from whom purchased, price paid and the guarantee if any. The sentiment against the sale of poor seed is growing, and it is to the interest of all that fraudulent practices should be stopped. The purchase of cheap seed is frequently the reason why no stand is secured, or why the plants are too weak to winter over.

In its review of the Chicago seed market for the week ending Dec. 9, the Daily Trade Bulletin says: There were days when timothy appeared to sell very well and others when it did not. Usually the market was very well supplied, with the offerings often comprising cars of considerable size. Last Saturday there was a car of 610 bags on sale, being the largest car on record. The wants of the trade have hardly been equal to the offerings. For ordinary and common lots the market was disposed to show heaviness. A high grade of seed, as has been the case for some time, was at most any time easily placed and quotably steady. The market did not present any important features. Values were subject to little or no change. Sales were largest within the range of \$1.95 to \$2.10 for common rough to good quality. Some of that sold at the inside showed considerable smart-weed. There was high grade seed sold at \$2.17½, and some choice at \$2.25. Future deliveries were lifeless.

## A FAILURE.

By Myrtle Dean Clark.

Calicutt was in a large grain district, and the junction of two railroads.

East Calicutt had three elevators, and the merchants of that end of town received nearly all the farmers' trade.

Accordingly, when it was learned that John King intended to erect a grain elevator, the business men of the west end invited him to dinners, flattered him, convinced him that most of the grain marketed came into town through West Calicutt, and laid great emphasis on the assertion that he would undoubtedly receive all the grain from the farmers who traded with them. Even John King knew these were a limited number, but he overlooked this fact in the elation he felt over the attention he was receiving. It was easy to flatter John King, because he had always been considered a prodigy at home; and easy to deceive him because he had always been associated with honest people. He was soon induced to build in West Calicutt. The merchants felt that because of honest Thad King's reputation, his son would have a good standing with the farmers and considerable trade, notwithstanding the fact that the grain-growers were beginning to consider him a little citified.

John had been reared in a farming district, but was not content with farm life and duties. He had gone to school in Calicutt and had been so bright in the "three R's" that his parents thought they could sacrifice a little more for their only boy, and sent him two years to the village high school. During this time John's two older sisters did his share of work, petted and spoiled him, and it was not strange that he grew up a selfish, self-satisfied young man. Consequently, when he wanted to marry Margaret Douglas he felt that his ability would soon provide her a home similar to the pleasant one from which he was to take her.

The first year they must live on the farm, but the next they could go to Calicutt, while he went into the country each day to attend to his work. With these plans and rainbow prospects they were married.

The duty he owed to the father and mother who had slaved for him and who were growing old did not present itself to John's conscience, nor the question trouble him as to how well Margaret was fitted for the life which she must lead with him.

John was proud of his dainty, city wife and glad that she was not used to work as he and his associates had always been.

John's parents were pleased with the match, and the fact that her people objected to the marriage made them very kind to Margaret. She was full of happy ways, always called out a joyous good-morning (and there was a good morning all over her dimpling face), she danced through the rooms singing bright songs, kissed John's father and mother good-night, and was so devoted to John that his mother smiled and fell into a reverie with something like tears in her eyes.

The demonstration of affection was new to these hard-working people, and quite pleasing. John's father was often heard declaring: "Marg'ret, that's John's wife, is the tenderest hearted little bein' I ever seed, for all she hasn't any sense."

They soon found that Margaret

could not sew, except perhaps to make a fancy collar or tie a stylish bow; that she knew nothing of cooking or housework; and had never been practical in any way, but she was so anxious to try and so lovable that for a time that sufficed.

Mrs. Douglas had always expected that Margaret would marry a wealthy man. "You know she is such a pretty lassie, with her curly, brown hair and fair skin, and surely such white hands were never designed for hard work," Mrs. Douglas used to remark to her husband.

"If I don't teach her how to do housework, she likely won't have to, and I can't have her pretty white hands spoiled in dish-water and paring potatoes."

"The way I bring her up she will have to live and I don't intend that my only daughter shall ever make her own dresses or cook all her life for some ordinary man."



"The winner secured the next load of grain."

So Margaret's hand had always been saved, her hair always in pretty ringlets and her frocks always beruffled and betucked. Mrs. Douglas had often sat up until midnight putting some extra gewgaws on Margaret's gowns, but she never had time to answer Margaret's questions on French history or to help the little maid solve some puzzling problem.

Shortly after the marriage, Margaret's mother died, leaving her two thousand dollars which was invested for her "Well out of the hands of that block-head husband," her father said.

But Margaret would not have it so. At a sacrifice of the interest she procured her money, brought it to John and requested him to invest it in business. Then when he was well started they could go to Calicutt to live. They acted like two children in their joy, and designed gigantic undertakings at once. First, they decided that John should start a grocery store, as he had clerked in one, and like most underlings, thought that he could manage one better than his proprietor had done.

Then a butcher's vocation attracted John, but the idea was repulsive to Margaret, and so he abandoned it with the remark, "Well, I know I could be a first-class butcher, and I expect I shall always be sorry that I didn't go into

that business." To divert his attention, Margaret suggested a grain elevator. Happy thought! He knew all about grain; he would go into the grain business. A grain elevator it must be.

A grain elevator it was. He commenced to build an elevator of 10,000 bushels to cost about \$1,500. Then he would have \$500 with which to run his business and pay home expenses until business began to yield a profit. But there were so many places where a little expenditure of money would improve the grain-handling facilities that his elevator cost him \$1,750 by the time it was finished. He began business in earnest with the zest of a young Hercules going to kill a dragon, and Margaret's happiness knew no bounds. In fact, business became his second bride, his love, until Margaret laughingly told him that she was jealous of her rival—the elevator.

John soon found that the grain was taken to East Calicutt and that he must

go to the town scales to bid. This entailed an extra expense, as he had to employ a man to remain at the elevator. He hired a former schoolmate whom he considered trustworthy, and felt himself a man of large affairs.

At first, John was very cautious about over-bidding, but when he did secure a load of grain his swagger air amused both his customers and competitors. The three other grain dealers had small faith in John's business ability, knew that his capital was very limited and thought that they could readily drive him out of business, but bided their time and meanwhile were quite friendly.

When business grew dull the four often sat down to a game of cards. The winner secured the next load of grain at a price fixed before the game began, the other three bidding against him but leaving him the last bid at the agreed price. First, they taught John casino. They let him win just enough to keep his spirits up and praised his alertness in learning so difficult a game. Sometimes John noticed that when he won, the price was set just a trifle higher than it was the previous game when an opponent won, and some days he noticed that he won nearly all the time.

(To be continued.)

### M. DUFFY'S ELEVATOR AT SWANINGTON, IND.

In 1894 M. Duffy purchased the elevator at Swanington, Ind., of Baldwin & Atkinson, which he operated continuously until June 12, 1899, when the building and contents were destroyed by fire. Not discouraged by his loss, Mr. Duffy immediately made arrangements to rebuild, and on November 22 started his new elevator, a cut of which is presented herewith.

The new elevator, which was designed and built by Flora & McMillen, of Indianapolis, is 55x22 feet and 57½ feet to top of cupola. It is built on a solid stone foundation of cribbed work. The first bent is of 2x8 studding and the other two bents 2x6. The elevator has ten bins for the storing of grain. It contains a 600 bushel hopper scale made by the United States Scale Co., of Terre Haute, Ind., which is located above the working floor, but so arranged that the weighing and letting grain in and out of the hopper can be

double drives so they can be run either fast or slow as desired.

The power is transmitted from the bottom line shaft to the top line shaft by a two strand drop rope drive.

A 20 h. p Erie Steam Engine and boiler furnish the power. They are placed in an 18x20 foot brick building adjoining the elevator. An 18x20 foot frame fuel room joins the engine and boiler room. It is arranged with bins for coal and cobs, so that both can be taken from the same door when wanted for fuel. There is also a Bowsher Corn Grinder in the elevator, placed so the ground grain can be elevated by a small elevator to a bin, from which it can be drawn into wagons or sacks.

Swanington is located in Benton Co., Ind., which is said to be the best grain county in the state, on the Big Four and C. & E. I. Railways, thus giving first class shipping facilities. Mr. Duffy is not only a dealer in grain, but also a feeder and shipper of live stock. This gives him a chance to dispose of off-grade grain and some of his

## THE SUPPLY TRADE

The Jeffrey Mfg. Co., of Columbus, O., report that it is busy, having all it can do and that the future is full of promise.

Col. Martin Kingman, of Kingman & Co., Peoria, Ill., gave the Ladies' Memorial Day Association a present of \$1,000, as a Thanksgiving offer.

The Weber Gas & Gasoline Engine Co. of Kansas City, Mo., will erect a new plant and manufacture automobiles in connection with its gasoline engine business.

The official gazette of the United States Patent Office under date of Nov. 21, 1899, was the largest issue ever gotten out. There are 322 pages in the book, containing a record of 535 patents. An unmistakable sign of prosperity.

Ware & Leland of Chicago are sending to their friends and customers a monthly quotation record of Grain, Cotton, Stocks and Bonds. It gives the high and low prices, weekly, monthly and yearly. Being of convenient size, 3x6 inches, it can be carried in the pocket and readily referred to.

Huntley Mfg. Co., Silver Creek, N. Y., write: We are about to mail our annual wall calendar, which we will be glad to supply to any reader of the Grain Dealers Journal inquiring for it. Elevator and grain men who desire an illustrated calendar for their office or elevator can obtain one by dropping a card to the makers of Monitor Machines.

The Marseilles Mfg. Co., of Marseilles, Ill., write: Since the first of July we have had a most excellent trade, having placed over 150 of our New Process Shuck Shellers in Texas alone. This we have done of course only by a persistent effort, but at the present time everything is coming our way down in that direction and we appreciate fully the assistance that the Grain Dealers Journal has been to us.

The Abendroth & Root Mfg. Co. of New York, N. Y., are manufacturing a spiral loading or delivering spout for which they claim many advantages. The grain in passing through takes a spiral motion so that it leaves the spout with force enough to take it to the end of car. Also, that in passing through the spout with a spiral motion it is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spout.

The S. Howes Co., Silver Creek, N. Y., write: We are glad to state that trade up to the first of November has increased from 25 to 30 per cent above last year, although last year was the banner year that this company has had for nearly half a century. Up to the first of November we have received as many orders as we did for the twelve months of 1898. This is very gratifying to us and shows the popularity of the Eureka grain cleaners among the elevator and milling people. We have just received a large order for our elevator separators from our Winnipeg agents.

Hay exports from the United States during the ten months ending with October, as reported by O. P. Austin, chief of the Bureau of Statistics, were 49,546 tons, valued at \$654,330; against 70,716 tons, valued at \$969,016, during the corresponding period of 1898.



M. Duffy's New Elevator at Swanington, Ind.

managed from the first floor. The grain is elevated by one stand of elevators with buckets 7x12. A Fairbanks 6-ton double wagon scale is used for weighing wagon loads.

In the driveway there are two dumps and sinks from which the grain is conveyed to the elevator boot by a chain drag. Ear corn can be elevated or carried past the elevator to a Barnard & Leas Sheller of 600 bushels per hour capacity. As it is carried to the sheller it passes over a set of grates through which all the shelled corn falls; this gives the sheller greater capacity and also prevents the shelled kernels from being broken. From the sheller it is elevated to the cupola and there separated by a Reliance Double Cleaner, which makes four separations: cleaned corn, cobs, dust and feed, all of which are run into their separate bins. If ear corn is to be stored it is elevated and conveyed over the bins by means of a chain drag, and here it again passes over grates that separate the shelled corn from the ear corn and each is deposited in separate bins.

The chain drags from each of the sinks and from the cribs are operated from the first floor and equipped with

ground feed to advantage. By fattening his cattle before shipment and placing them in marketable condition he secures highest prices.

Mr. Duffy is one of the prosperous and influential citizens of Swanington and an all around hustler. He enjoys a good business and has a large circle of friends.

The Union Broom Supply Co., the new combination, held a meeting at Chicago, Dec. 7, and decided to raise the price of broomcorn to \$200 per ton.

Look out for weevil if you are carrying any wheat in your elevator. The warm weather this fall has undoubtedly caused weevil to get into wheat where it was in elevators, etc., and shippers want to look out for them. Run the wheat over, and if you find any weevil, screen it. When the weather gets real cold, run the wheat over again, and then it will stay cool. The weevil generally hatch when the wheat lays too long in warm weather, especially in the fall of the year. This is a very important matter, because where inspectors find weevil in wheat the wheat is generally inspected weevily, and of course sells at a discount.—Zahm's Circular.

## GRAIN CARRIERS.

The Danville, Paxton & Northern Railroad Co. has been incorporated to build in Illinois.

The Des Moines, Iowa Falls & Northern Railway has been formed to build. E. S. Ellsworth is president.

The Detroit, Lake Orion & Flint Railroad Co. has been formed at Detroit, Mich., to build 30 miles of road.

The Cincinnati & Northwestern Railway Co. has been incorporated to build between Connersville and Richmond, Ind.

Surveys have been made for the extension of the Chicago, Indiana & Eastern from Matthews to Richmond, Ind., 75 miles.

The Washington Railroad Co. will build a branch for the Oregon Railway & Navigation Co., from Touchet Station to Prescott.

Bids for the construction of ten miles between Nacogdoches and Rockland, Tex., are being received by the Texas & New Orleans Railway.

Contracts for the construction of 63 miles of the C. M. & St. P. from Tyn-dall, S.D., to the Platte river, have been let to Flick & Johnson of Davenport.

The steamer H. S. Holden loaded about 350,000 bushels of oats at Milwaukee recently for Buffalo, which is said to be the largest lake grain cargo on record.

Lake navigation ended Nov. 30, when insurance expired. Vessel owners did not care to take any risks, in view of the big drop in freight rates at the end of the season.

The St. Louis, Peoria & Northern Railroad has been divided, the Chicago & Alton taking the portion between Springfield and Peoria and the Illinois Central the remainder.

The largest cargo of chevalier barley ever shipped from Duluth, Minn., was loaded into the steamer Yale recently, at the Terminal Elevator. The barley was grown in Montana.

Congress will be asked to authorize the sale of the Sioux City & Pacific to the Northwestern. If the sale is effected the C. & N.-W. will build from Merville, Ia., to Sioux City and Centerville, S. D.

The Burlington & Missouri River Railroad will complete its line from Alliance to Bridgeport, 45 miles, by Dec. 10. From Bridgeport two branches will be built, to Hartville, Wyo., and Brush, Colo., the contract for the latter having been let.

Major Marshall, United States engineer at Chicago, states that the dredging to the Chicago River to permit the passage of a larger volume of water to feed the drainage canal, will undermine the banks and cause the grain elevators to collapse.

Russian warehouses are filled with grain that cannot be moved for want of sufficient rolling stock. The volume of traffic is unprecedented. The quantity of the congested freight is estimated at 26,800 carloads, and its value at 19,000,000 rubles. Manufacturers and shippers are ceasing to deliver goods to the railways, knowing that they will simply be stored in freight houses, to be forwarded at an indefinite time.

The boom in railroad traffic is over. Cars are more easily obtained now than at any time since last spring. The decrease in traffic is being felt by nearly all the large companies, and is clearly

indicated by the weekly statement of shipments of grain, flour and provisions from Chicago east, which were 86,722 tons for the week ending Dec. 4, against 99,551 tons for the preceding week, and 108,518 tons for the corresponding period a year ago. The high record for 1899 was made during the week ending Oct. 7, when 143,228 tons were carried. The railroads will probably reconsider their announced intention of again advancing rates Jan. 1.

The investigation conducted by the New York Commerce Commission has demonstrated that excessive terminal charges and antiquated methods of handling grain have had much to do with the decline of the city's grain trade. Profiting by the bad methods of New York other routes have built up a traffic that is too firmly established to be recovered by anything New York may do at this late day. The president of the Commission suggests that proper terminal facilities would enable New York to regain its lost commerce. Well informed lake shippers believe that with a rate on wheat of less than four cents from Chicago to Montreal, while

## EMPIRE ELEVATOR AT MINNEAPOLIS.

Minneapolis is noted the world over for her large flour mills rather than her many large elevators. In the early days, before the country tributary to Minneapolis became covered by a network of railroads, the flour mills ground all the available supply of wheat, hence there was no great demand for large storage facilities, but the settling of the country caused more wheat to be raised and finally the amount exceeded the needs of the mills. This created a demand for storage room. In 1867 the first elevator in Minneapolis was built by the Union Elevator Co., with a capacity of 130,000 bushels. It was called the Old Union and afterwards known as Elevator E. The second elevator followed in 1868. In 1881 the elevator storage capacity outside of the mills was 1,500,000 bushels, in 1884 5,000,000 bushels, in 1886 12,515,000 bushels, while now there are in Minneapolis thirty-five regular and private elevators, with a total capacity of 27,485,000 bushels.



Empire Elevator "C" at Minneapolis.

the rate to New York remains at about six cents, the latter will be unable to compete even with the present terminal charges of one cent or more entirely wiped out. In fact, New York may have to pay a bonus to get the grain.

Wheat receipts at five winter and four spring grain markets, for the 22 weeks ending with Dec. 4, as compiled by the Cincinnati Price Current, have been, in bushels: 133,242,000, against 154,497,000 and 141,965,000, for the corresponding periods of 1898 and 1897. For the week receipts were 6,301,000 bushels, against 9,682,000 a year ago, and 6,582,000 in 1897. For the previous week receipts were 5,128,000 bushels.

A number of line elevator companies operate from Minneapolis and they control over 1,900 country elevators, with a total capacity of 48,968,000 bushels. The accompanying cut is of the terminal elevator C, capacity of 1,000,000 bushels. It is owned and operated by the Empire Elevator Co. of Minneapolis. This is a line company, which operates elevators on the C., M. & St. P. Ry., and has 53 country elevators, with a total capacity of 1,200,000 bushels.

Railroad companies are building new lines throughout the Northwest very rapidly, which tends to produce a steady growth of terminal elevator interests in Minneapolis. We are indebted to the Northwestern Miller for cut and information.

## MONIER CONSTRUCTIONS.

(By E. Lee Heidenrich, Mem. Am. Inst. Min. Engrs., Mem. W. Soc. Engrs.)

The system was invented some years ago by Mr. P. A. J. Monier, a gardener in Paris, who applied it in the making of water basins, cisterns, flower pots, etc. During the last ten years the Monier-constructions have found application in nearly all branches of engineering, civil and military constructions, in house building, highway and railway bridge construction, hydraulic, mining, ship building, in permanent, as well as temporary fortifications, and last but not least in sanitary construction. It is a matter of surprise that this great building method of the future has not before come more prominently to the notice of the engineering fraternity of the United States. The system was patented in most European countries and through the energy of Mr. G. A. Wayss, the sole representative for Germany and neighboring countries, was most successfully exploited through prominent agencies in Dresden, Hamburg, Hanover, Cologne, Königsberg, Leipzig-Plagwitz, Witten a. R. and Copenhagen, Denmark, all directed from their Central Technical Bureau at Berlin. Mr. Wayss has factories at Rix-

FIG. 1



FIG. 2

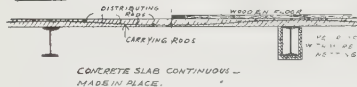
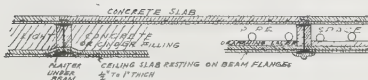


FIG. 3



dorf, Königsberg, Leipzig-Plagwitz, Niedersachswerfen and Moscow, and in a cleverly executed and illustrated book by F. Rehbein, Royal Consulting Architect of Germany, dated Berlin, 1894, an astounding collection of remarkable constructions in all different branches in engineering has been collected with numerous descriptions and calculations of cost and testimonials from the owners through whom the constructions have been executed.

Before mentioning any of the instances where Monier constructions have been applied with remarkable success, a short description will be given of the system itself.

The Monier construction consists of two materials, wrought iron or steel, and mortar, consisting of cement and sand, or cement, sand and broken stone. The iron or steel is either in the form of rods or wires, and are designated as carrying rods and distributing rods. The first ones being quite heavy are calculated to take most of the tensile strain of the construction; the distributing rods being lighter and having the purpose merely to distribute evenly the load over the carrying rods. The two systems of rods are applied like a netting with meshes, varying according to the requirements of the construction, from say 2 inches to 10 inches square. In most cases the distributing rods are

placed at a distance apart equal to about twice that of the carrying rods. After the iron skeleton is finished and the two systems of rods wired together every third or fourth crossing with about No. 18 annealed wire, it is placed on a false work at a distance from the same, depending upon the thickness of the construction, and as a general rule 1-6 of the thickness of the plate from the side which is exposed to tension, and is being kept up from the platform by small wooden wedges.

Monier plates for floors or partitions may be either built in quantities at a central factory, or may be prepared on the building premises as hereinafter described. In the latter case the modus

FIG. 4



FIG. 5



operandi is as follows: Mortar, composed usually of one part best Portland cement and three parts sharp, clean, coarse sand, is then spread over the scaffolding and covering a wire netting, after being mixed with sufficient water to give a consistency similar to thawing snow, and then tamped until the water appears on the surface of the mass. If the plate is subjected to tension on both sides alternately, another layer of

one cement to five or even six torpedo sand is quite sufficient.

The most common objections to Monier construction have been:

First: Oxidation of the iron in the cement.

Second: The cement might not properly adhere to the smooth iron rods, requiring an initial stress in the latter so as to make the concrete effective.

Third: Difference in contraction and expansion during changes of temperature.

The above objections are answered as follows:

Ad. 1—At Amiens, France, a pipe line built of Monier pipe was taken up after 13 years of use and at this time the rods were found as smooth as they were at the time of construction. At Breslau, in 1886, 12-year-old Monier plates were broken and the rods found as smooth as new ones. Such parts of the rods as projected beyond the cement were oxidized almost to nothing, while the strength of the rods imbedded in the cement was not in the slightest impaired. The reason for this seems to be that the air is absolutely excluded by the cement, as same, while stiffening, chemically binds the water, thereby preventing the iron from absorbing its oxygen. Besides it appears that a thin layer of cement adheres to every iron rod, forming some silica connection with the same. This has been demonstrated for the past fifteen years in the construction of heavy foundations for buildings in Chicago.

Ad. 2—If the cement did not adhere to the rods, these two materials could not co-work as they do. The iron net would not only not add to the carrying capacity, but would be detrimental to

FIG. 6

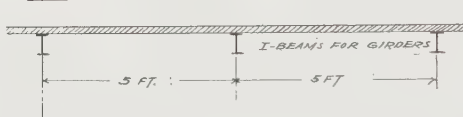


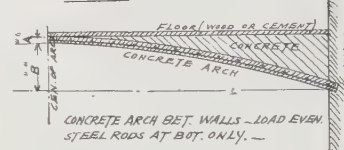
FIG. 6a



FIG. 7

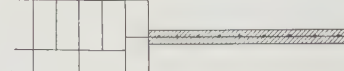


FIG. 8



LOAD = 1000 LBS. PER SQ. FT.  
SPAN = 16'-6"  
B = SPRING OF ARCH = 1'-7"  
A = 1'-6"  
CARRYING RODS = 1/4" DIA.  
DISTR. " = 3/16"  
DISTR. BET. " = 2 1/2"

Fig. 9



rods is put in and again covered with mortar, the finished side being smoothly troweled off. After the mass is set, the scaffolding is removed and the underside smoothly troweled off in the same manner. In constructions which are only exposed to compression such as, for instance, evenly loaded arches, the iron net is so applied to give nearly the entire compression to the carrying rods, the concrete in this case serving two purposes. First, to keep the carrying rods absolutely in their position so as to prevent any deflection in the same, and second, to take its part of the compression.

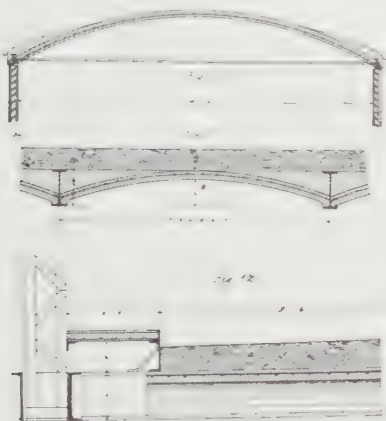
Where the plates have but little load,

the same. At an experiment in Breslau, in 1886, an attempt was made to pull a 1/4-inch rod out of a Monier plate 12 years old, but it was impossible, the end sticking out of the cement broke and pulled off at a strain of 2,860 pounds. The well known German Professor Bauschinger gives the adhesion between iron and cement at 625 pounds per square inch. At an experiment in Berlin, 1886, the strength of two cement plates of 1 3/4-inch thickness 3 ft. square was compared. One of the plates had an iron net 1/4-inch thick carrying rods, the other had none. The latter broke at 1,140 pounds, evenly distributed load, while the Monier plate sustained 6,100

pounds deflecting  $\frac{1}{2}$ -inch under this load which caused the cement to crack, while the net still carried the entire load. The writer has made numerous experiments here in Chicago to the same effect, proving definitely that the cement does adhere to the rods.

Ad. 3—The co-efficient of expansion for one degree Celsius is for wrought iron 0.0000145, and for cement an average of 0.0000143, the difference being so insignificant so as to have no influence whatever in common building construction. The writer has subjected Monier plates of 2-inch thickness one foot wide, three feet long, to a temperature of 1,200 degrees Fahrenheit, and immediately afterwards cooled them off by water without, to any appearance, changing the construction. This result could not have been obtained if the difference in the co-efficient of expansion had been sufficiently pronounced.

At a fire in Helbing's distillery at Wandsbeck, by Hamburg, December 21st, 1889, a  $1\frac{3}{4}$ -inch thick Monier plate in the top story of Helbing's distillery prevented the fire from reaching the spirits and liquors stored in the floor below. The entire roof construction was wood, and burned, rafters and purlins falling down on the Monier floor,



and although this was flooded with cold water it had no apparent effect on the floor afterwards.

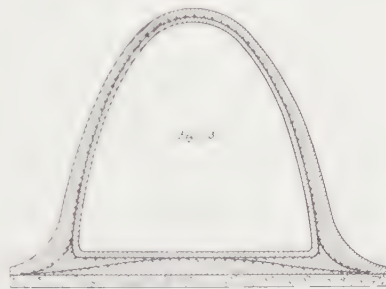
The following incidents may be of interest, and will serve to prove the efficiency of the Monier construction in a number of instances:

First: A 12-foot long,  $7\frac{1}{2}$ -foot high and  $1\frac{3}{8}$ -inch thick Monier partition was loaded with 22,000 pounds, without deflecting to either side or vertically. The carrying rods in this wall were 7-32 inches, and the mesh  $2\frac{1}{2}$  inches. The carrying rods were slightly arched vertically instead of lying horizontally. The distributing rods ran vertically.

Second: In May, 1890, the following experiment took place on the Matzleindorfer Railway Station, near Vienna. An arched bridge built of Monier construction and finished the 18th of October, 1889, had 30 feet span, the center ordinate, or height of the arch being three feet, had a thickness in the center of  $5\frac{1}{4}$ -inch, and at the skew-backs,  $7\frac{3}{4}$ -inch. The bridge was 12 feet wide and was subjected to a movable load of heavy freight cars and locomotives which were slowly pushed across the span, and afterwards a permanent load consisting of rails piled up on one-half of the bridge. At a load on the one-half of the span amounting to 432,000 pounds, or 2,400 pounds per square foot,

the retaining walls, which were 9 feet thick, were pressed from 1-inch to  $1\frac{1}{2}$ -inch sideways, permitting the center of the arch to sink down to a scaffold erected for the purpose, at the same time a crack appeared through the arch about 18 inches from the center and in the part that was not loaded. Of course the capacity of resistance was then entirely exhausted.

Third: The 14th of November, 1890, a highway bridge at Wildegg, Switzerland, was tested as follows: The span is 117 feet, center ordinate 10 feet 6 inches, thickness of the arch at the top



$6\frac{1}{2}$  inches and at the skew-backs  $9\frac{3}{4}$  inches. One-half of the bridge was first loaded with 40,000 pounds, or about 75 pounds per square foot without any result whatever. Afterwards a wagon loaded with three tons, pulled by four horses, traversed the bridge without any apparent effect on the same. This proved conclusively that the bridge was strong enough to withstand the movable pressure of a crowd which was the greatest load expected.

Fourth: The 20th of April, 1888, a 6-foot diameter Monier pipe,  $4\frac{1}{2}$  feet long, was tested at Koenigsberg, Prussia. The pipe contained two nets, one at the inner and one at the outer surface, and was loaded first, with 2,350 pounds per square foot. The result was that the diameter was a quarter of an inch less, vertically increasing  $\frac{1}{4}$  inch horizontally. At a load of 3,150 pounds per square foot, the changes were, respectively,  $\frac{1}{2}$  inch vertically and horizontally. At the heaviest load of 5,250 pounds per square foot, the compression amounted to  $2\frac{3}{8}$  inches vertically with a corresponding elongation of the di-



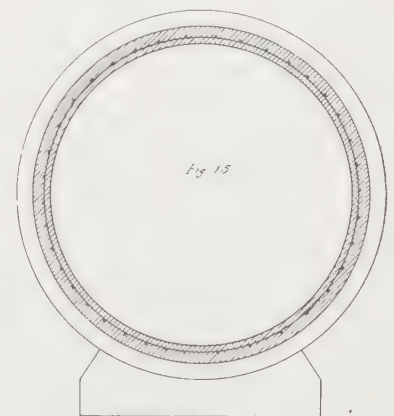
ameter horizontally. Removing this load it was found that the pipe had received a permanent set of  $1\frac{1}{4}$ -inch, and the pipe had a number of fine cracks extending from the surface to the center of the cement mass.

Fifth: The following experiment shows the efficiency of Monier constructions as fire proofing material. On the 20th of November, 1886, experiments were made near Cologne, with two different kinds of floor construction in a building erected for the purpose. They were both arches of 13-foot span, and 10-inch center ordinate. The one was of corrugated iron covered with concrete, the other was a Monier arch of  $1\frac{3}{4}$ -inch thickness in the center. The

load on both of them was a hundred pounds to the square foot. Under both arches were built a fire about 30 inches below the skew-backs. As a result the corrugated iron became red hot and the entire arch dropped down in less than 20 minutes; while the Monier construction showed no change, although the fire was maintained considerably longer, and the arch was cooled off very suddenly with water.

Resistance against blows. A 45-pound iron weight was dropped 5 feet on a 2-inch thick Monier plate lying across a 3-foot span. The weight recoiled twice from the plate without harming the latter in any way. The third time the weight was thrown from the same height, a circular bump about 6 inches in diameter was formed on the underside; the fourth time the cement fell from this bump and a hole remained in the plate,  $1\frac{1}{4}$ -inch x  $2\frac{3}{4}$ -inch, otherwise the plate was unchanged as to carrying capacity.

A great many experiments have been made in Austria, Germany, Denmark and France, using Monier constructions as temporary and permanent fortifications, but the result of these experiments have, to a great extent, been kept secret. The practicability of Mo-



nier plates for these purposes may, however, be surmised from the fact that the Emperor of Austria from the results of these experiments has given Mr. Wayss, the main promoter of Monier constructions in Germany and Austria, the sole privilege of making bomb proof Monier vaults.

As regards the practical construction in the Monier system, I will only refer to a few sketches submitted herewith:

Figure 1 shows a Monier floor consisting of fortified concrete slabs built at some factory as before mentioned and laid on top of I beams, having joints lapping and cemented. In the top layer in the manufacture of the Monier plates are left wooden strips to receive the nailings from the floor.

Figure 2 shows the same construction but with the difference that the floor is made at the building and is continuous. It will be noticed that in this case the carrying rods between the supports are located 1-6 of the thickness of the plate from the underside of the same, and at the supports the same distance from the top of the same.

Figure 3 shows instances of using the Monier plates for floor and ceiling, using the space between them for deafening, leaving pipe space, etc.

Figures 4 and 5 explain themselves. Figures 6 and 6a show the difference

between Monier constructions in France ten years ago and to-day. In place of using I beams between girders, they simply lay heavy rods to take the compression and tension of the I beams solidly imbedding these rods in cement and placing the distributing rods vertically in the usual manner. This design is exceedingly interesting, particularly at the present time when there is such a clamor for iron and steel beams and when their price is almost prohibitive.

Figures 7 and 8 give instances of vault and cistern roof constructions and arches in general.

Figure 9 shows a vertical Monier partition as compared with a brick wall plainly showing the saving of space.

Figure 10 is interesting from the fact that a 41-foot span has but a 3-inch thick Monier roof.

Figures 11 and 12 show the Monier constructions as usually used in bridges.

Figures 13 and 14 show different sizes of Culvert construction.

Figure 15 shows plain pipe as made in factories in lengths from 5 feet up. Some of the photos submitted further explain this construction.

Fig. 16.

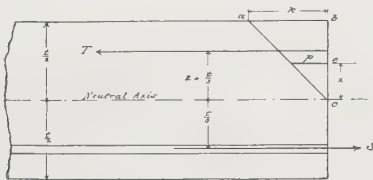


Figure 16 alludes to the calculations of Monier plates. A deduction through well known formulas plainly proves that the resultants of compression and tension, respectively, are located 1-3 of the thickness of the plate from the neutral axis, or in other words, 1-6 of the thickness of the plate from the most strained fiber, which is of course located on the two surfaces. The thickness of the Monier plate, its carrying rods and the distances at which the latter are placed are calculated by the following simple formula which are easily deduced:

$t$  equals thickness of concrete in inches.

$a$  equals total square inches of steel carrying rods in 12-inch width of plate.

$p$  equals load per square foot evenly distributed.

$l$  equals length of span in feet.

$t$  equals one-fortieth of the square root of 3  $p$ , allowing tensile strain on steel rods of 20,000 lbs. per sq. inch; allowing compression strain on concrete of 400 lbs. per sq. inch.

$a$  equals 0.06  $t$ ; or, if only 16,000 lbs. is allowed per sq. in. of steel,  $a$  equals 0.075  $t$ .

The distributing rods are generally located at a distance apart equal to from one to three times the distance between the carrying rods. Distance between carrying rods equal 12 times their diameter.

Mendl Bros., one of the largest grain firms at Antwerp, Belgium, made an assignment Nov. 22, with \$600,000 of liabilities. The firm's difficulties are said to be due to the failure of the Danube crop.

## CHANGES IN BOARD OF TRADE RULES.

The reform movement on the Chicago Board of Trade is meeting with hearty support from all classes of members. The option traders are after the bucket shops, the bucket shoppers and all other rule breakers, and the cash grain men are anxious to secure a number of changes and join the option traders in a strict enforcement of the rules. Few are so near-sighted as to maintain that the Board is not sadly in need of new rules and there is now no doubt that it will soon have them.

A number of changes affecting the cash grain trade have been proposed and no doubt others will yet be presented.

W. N. Eckhardt has submitted amendments to the rules, which are designed to meet the present requirements of the cash trade and no doubt they will be adopted. The proposed amendments are as follows:

### PROPOSED AMENDMENT

To Section 13 of Rule XXII.

Sec. 13. Whenever grain or mill feed is sold by sample, the purchaser must accept or reject such grain or mill feed by 12:00 o'clock M. of the business day next succeeding the day of purchase, unless it shall have been impossible for an official Board of Trade sampler to sample such grain or mill feed during that time. If it be impossible to sample such grain or mill feed within the time specified, it shall be the duty of the purchaser to notify the seller by 12:00 o'clock M. of the business day next succeeding the day of purchase, and such grain or mill feed shall be sampled as soon as possible thereafter by the official grain sampler, and the purchaser must accept or reject such grain or mill feed immediately after the report of the official sampler is made.

It shall be the duty of the seller to notify the buyer at the time of sale (on arrival, if sold to arrive), when grain is graded subject to approval, and upon such notification or upon the delivery of the official sample obtained by the buyer, it shall be the duty of the buyer to notify the seller of his intention to demand a clean certificate of inspection. When sales are made by sample and the official sampler reports cars "too full for thorough examination," it shall be the duty of the buyer to notify the seller of such fact before 12:00 o'clock M. of the business day next succeeding the day of purchase, and of his intention to re-examine such cars at time of unloading or transfer.

Whenever grain, mill feed or seeds are sold by sample to be switched or delivered to connecting lines, or when sold for shipment beyond Chicago, it shall be the duty of the seller to order such property in accordance with the written instructions received from the buyer, within twenty-four hours—Sundays and holidays excepted. If the purchaser failed to provide within twenty-four hours after date of purchase—Sundays and holidays excepted—such written instructions, then the property involved shall be at his risk in all particulars.

In case the seller shall fail to order the property as hereinbefore provided, it shall be his duty to promptly notify the purchaser of such neglect, and the purchaser may for such reason cancel the purchase; but such cancellation, if made, must be made immediately.

On all property sold as hereinbefore provided, a delivery by the railroad over which the property arrives, to the connecting line or railroad, shall be construed as a delivery, and the seller's responsibility for damages and loss on any account shall cease, after delivery to such connecting line or railroad.

Whenever grain, mill feed or seeds are sold by sample, to be switched or delivered to connecting line for shipment beyond Chicago, and after such sale has been made, it shall develop that the connecting railroad or line nominated by the buyer, is practically blocked, it shall be the duty of the buyer, upon receipt of request from seller, to provide or nominate the name of a connecting line or railroad which will receive and promptly accept and transfer such property; and upon failure of the

buyer to provide such written instructions within forty-eight (48) hours after notice has been given by the seller, the seller shall have the right to sell out for account of the purchaser, all property so involved and any loss which may accrue, plus a reasonable charge for commission, shall be payable at once by the original purchaser of the property.

All property sold as hereinbefore provided for transfer or for cleaning, clipping or mixing at time of transfer, must be transferred or unloaded within seven days after delivery to the connecting line or railroad nominated by the buyer, and be weighed under the supervision of an official weighmaster. On all grain not transferred or unloaded within the seven days, for any reason whatsoever, the purchaser shall pay, in addition to the contract price, one-fifth of 1 per cent per day as liquidated damages for each day's delay, provided that upon any property delayed fifteen days after delivery to connecting line, the seller may, after three days' notice in writing to the purchaser, sell the property so delayed on the open market, for account of purchaser, and collect from the purchaser for whose account the property is so sold, any loss that may accrue, plus the liquidated damages, as hereinbefore provided, up to the time the property is resold.

It shall be the duty of the buyer to provide and deliver to the line or railroad or elevator nominated by him for the mixing, clipping, cleaning or shipment of any property bought by him, full instructions for the cleaning, mixing or handling and shipment of such grain, promptly after its purchase, and upon the failure to provide such necessary orders, upon the delivery of the property to connecting lines or tracks, he shall pay, in addition to the contract price, one cent per day as liquidated damage for each day's delay, until such necessary orders have been delivered. The purchaser shall also be responsible for any delays caused by neglect or errors that may occur at the lines, railroads or elevators nominated by him for the handling and shipment of such property.

Whenever property is sold as hereinbefore provided, for shipment, or on through billing to be transferred, cleaned, clipped or mixed, in elevators or cleaning houses, or transfer houses, the seller shall have the right to collect for the property so sold, handled, or transferred or unloaded, upon the delivery to the purchaser of evidence that such property is unloaded and weighed, and with a receipt from the Eastern or connecting railroad that the original country bill of lading for the property has been surrendered.

Application for appointment of official Board of Trade samplers shall be made in writing and receive the indorsement of not less than twenty-five members in good standing, which application shall be submitted at a meeting of the Board of Directors, and before final action is taken, such application shall be posted for examination on a properly designed bulletin for one week. No sampler shall be appointed against which approval claims remain unsettled, nor one who refuses to arbitrate a claim for damages growing out of difference between samples, or who has been found guilty of gross neglect, or incompetency or dishonesty.

The Board of Trade shall appoint a committee composed of five members of this Association, who shall be competent judges of grain and grades—a majority of which committee shall be competent to investigate and adjust disputes or differences arising on account of differences in quality or grades of grain tendered on sales or contracts by sample or grade.

This committee shall have authority to investigate personally or order samples of such cars or parcels in dispute. All extra expense of such investigation shall be borne by parties directly interested, provided, that in cases where the appellant's cause is sustained, the charges must be paid by the other parties interested.

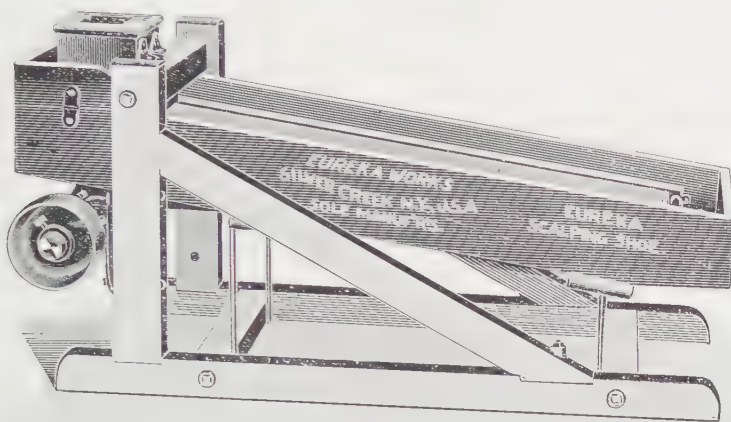
All samplers now classified as "Receivers' Agents" must qualify for appointment as Official Board of Trade samplers, or be disqualified as samplers. Negligence, incompetency or dishonesty shall be sufficient cause for cancellation of any appointment. Sufficient bonds shall be furnished to guarantee faithful performance of duty.

Sec. 10. On all sales to arrive in the absence of a specific agreement as to time for shipment or delivery—prompt shipment, meaning ten days, will govern.

It shall be the duty of the Board of Trade Weighmaster to cause to be sent or delivered to sellers of all grain, unloaded

at the various elevators, warehouses, stations, or tracks, a certificate setting forth the place of unloading, name of deputy supervising initial, car number, weight of each car, and kind of grain—not later than the business day next succeeding the date of weighing. The buyer shall furnish to the Board of Trade Weighmaster, the name or names of the sellers of the grain, when required.

The additional restrictions which it is proposed to place about the sales by sample will no doubt help to induce buyers to do nearly what they should do without rules.



But why have the reformers overlooked the offending track buyers, who insist upon settling with country shippers upon the basis of reinspection had 5 to 30 days after the arrival of the grain? Do the track buyers believe their branch of the business needs no rules to preserve it from destruction by avaricious tricksters? Has the Board any jurisdiction over their purchases in the country? It does not matter whether it has or not, the country shippers who suffer will blame the Board. Some steps should be taken to prevent a repetition of the impositions heaped upon the track seller last season.

Providing for Official Samplers who shall be accountable to the Board is a step that should have been taken long ago. At least one of the men who have had the unmerited privilege of signing their names as official samplers has been either dishonest, incompetent, or careless, as was clearly shown by the corn he reported to be heating last summer.

Providing a time which shall govern in sales to arrive when time is not specified will receive the approval of all interested in the cash trade.

The last paragraph is lacking in that it does not provide that the Weighmaster's certificate shall set forth the "correct weight of all the grain in each car." The phrase used "weight of each car" is too indefinite, and at best will permit the continuance of that rank old abuse—docking shipper's grain to allow for shrinkage in handling—to be continued. Docking the shipper's grain for shrinkage which will occur after he has parted title with it is just as much a steal as was ever perpetrated. The Board cannot afford to uphold any such dishonest practice, nor even silently tolerate it.

It is immaterial whether the acceptance under a contract of sale takes place before or after the delivery.

## EUREKA SCALPING AND RECEIVING SHOE.

So well recognized is the merit and value of the "Eureka" Scalping and Receiving Shoe that very few grain handlers are content to be without it. It can be located in any out-of-the-way place, occupies small space, and in fact requires little or no power. It makes perfect sieve separation. All the sieves are interchangeable, thus it can be used to clean all kinds of grain. Not only is this fitted with new screens, but it

has a cockle or sand screen which removes all cockle, sand, etc., in fact the machine is said to do the same work as any receiving separator.

This machine can also be used to good advantage for bolting corn meal, by using any suitable mesh of wire. The

lars by The S. Howes Company, Silver Creek, N. Y.

## BARNUM AND THE GRAIN MAN.

By H. R. Phillips.

I want a job in your show, as a curiosity, said the grain man.

You are no curiosity, said Mr. Barnum; you are only an ordinary man. Now, if you had two heads, three arms, several wives, or something of that kind I might employ you.

Oh, I can beat all these put together, said the grain man.

What is your specialty? said Mr. Barnum.

I am the only man in the grain trade who has never paid a dollar for the Grain Dealers Journal.

Walk back, said Mr. Barnum, and have a chair, how much do you want a month?

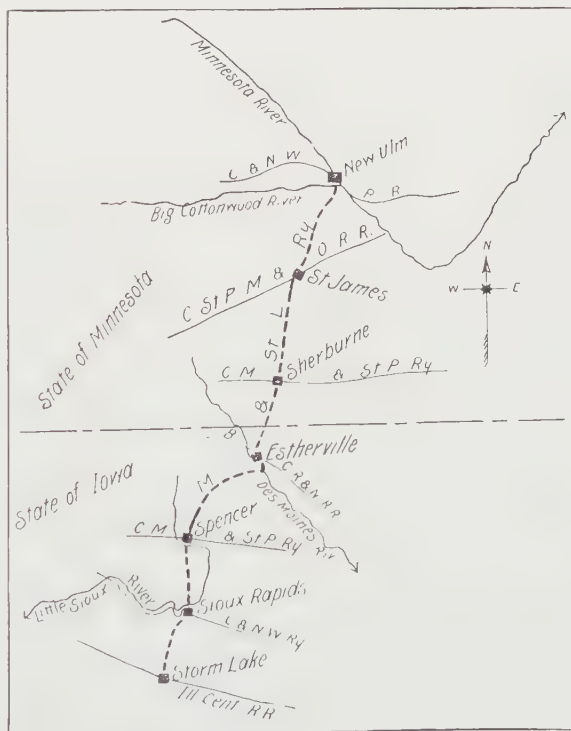
Twelve hundred and fifty dollars.

That's a steep price, said Mr. Barnum, but I'll have to have you.

(And the grain man put his feet on the table and lighted a cigar).

## A NEW GRAIN ROUTE.

The completion of the Minneapolis & St. Louis Railroad Company's extension from New Ulm, Minn., to Storm Lake, Ia., will afford this very productive region an outlet to Minneapolis, Minn. Enterprising grain firms operating in that territory will make good use of the opportunity to enlarge their business and obtain lower rates. New elevators are planned at various points on the new line. The portion between New Ulm and Storm Lake is about 120



New Grain Route.

makers have also added a number of improvements to this shoe. It is of modern design and substantially built, in seven sizes, ranging in capacity from 25 to 7,000 bushels per hour. It has been adopted by some of the largest mills and elevators in the country.

Those interested in such a machine will be gladly furnished further particu-

miles in length, and crosses several counties in each state, containing many good locations for grain elevators. We are indebted to the Railway Age for the map showing the extension, which is given herewith.

A rice mill trust is being formed at New Orleans, La.

# GRAIN TRADE NEWS.

## CANADA.

George Muller of Springfield, Ont., has completed a new elevator at Little Aylmer station on the M. C. R. R.

Leitch & Turnbull, elevator operators at Hamilton, Ont., have been succeeded by C. H. Thompson and W. G. Leitch.

An elevator is being erected at the end of the Snowflake branch of the Canadian Pacific by the Northern Elevator Co.

The Canada Atlantic Railway has applied to the Montreal Harbor Commissioners for the right to build elevators. J. R. Booth is president.

The Canadian Pacific Railway has given notice that overloaded grain cars will be stopped and the surplus removed at shipper's expense and a charge made of \$2 for each day during which the car is held.

Dilworth's grain elevator at High Bluff, Man., was burned on the night of Nov. 28, together with 30,000 bushels of wheat. Insurance on elevator, \$4,000; on wheat, \$8,000. Mr. Dilworth had recently completed an addition of 20,000 bushels capacity.

Fire at Toronto, Ont., Nov. 22, destroyed the elevator of the Canadian Pacific Railway. The building was owned by the Harbor Commissioners and leased by the railway company, but has stood empty for two years. Loss, \$10,000; insurance, \$6,000.

The Great Northern Railway of Canada will complete its line next season between the St. Maurice and the Ottawa River, thus connecting deep water at Parry Sound with deep water at Quebec. Trains are running between St. Jerome and St. Elizabeth.

## ILLINOIS.

E. W. Marvel is building a grain office at Waynesville, Ill.

Alva Gordy has sold his elevator and residence at Fithian, Ill., for \$3,500.

Cribs to hold 6,000 bushels are being built by the Galva Elevator Co., Galva, Ill.

Mr. Wavering is considering the advisability of building an elevator at Ursa, Ill.

Pekin, Ill., is receiving considerable grain by water from both up and down the river.

The new elevator of Carrington, Hannah & Co., at Greenwich, Ill., has been completed.

Thomas A. Brown will buy grain at Lewiston, Ill., for Sutherland & Schultz of Astoria.

Work is progressing on the foundation of Fleming & Smith's new elevator at Osco, Ill.

William Barnds has repainted his elevator office and warehouse buildings at Orangeville, Ill.

The American Malting Co., of Chicago, has given a trust deed to secure \$5,000,000 in bonds.

John Murphy has started his new 10,000-bushel elevator on the Great Western at Sycamore, Ill.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

J. W. Herman of Ashmore, Ill., has completed the addition to his office, and has the elevator in running order.

Lewis C. Vincent of Odell, Ill., was in Chicago recently, looking for new location to engage in the grain business.

The Neola Elevator Co., of Chicago, has purchased the elevator at Flag Center, Ill. (Kyte River P. O.), from Walters Bros.

Two freight trains collided near Chicago, Nov. 27, at a crossing of the Great Western and St. Paul, damaging several cars of grain.

C. C. Aldrich, grain dealer at McLean, Ill., whose health has been impaired, will spend the winter at Redlands, Cal., to recuperate.

The Richardson Co., of Chicago, has purchased cribs, office and scales at Ormonde, Ill., of W. B. Ricky and Bartlett, Frazier & Co.

Thirty laborers employed on the Grand Trunk Elevator at Chicago went on strike Dec. 6 for an increase from \$1.50 to \$1.80 per day.

Charles M. Burkett, of Crawford & Burkett, grain dealers at North Dixon, Ill., will be married Dec. 10 to Miss Pearl V. Lie Van of Dixon.

J. R. Titus of Harmon, Ill., has purchased the elevator of A. A. Thorp at Flagg, Ill., and will continue the grain, coal and lumber business.

Shearer Bros. of Stewart, Ill., have their new elevator completed and will open it for business Dec. 11. S. O. Barrett will be their bookkeeper.

John Barrett, of Barrett, Farnum & Co., has been suspended for one year by the directors of the Chicago Board of Trade, for uncommercial conduct.

One of the local branches of the Illinois Grain Dealers' Association held an interesting meeting Dec. 6 at Kankakee, Ill. About fifteen were in attendance.

Joseph Campbell of Lacon, Ill., intends building a dump on the pontoon bridge, so he can load in boats on the Illinois River for shipment to Pekin and Peoria.

The Calumet Grain & Elevator Co., Chicago, will make improvements costing \$15,000 at its Calumet river elevator. Work was begun on a two-story brick addition, 45x60 feet.

If the Chicago Board of Trade was surrounded by asphalt paving the traders would not have to shout so loudly in order to make the members in the pit hear what is said.

E. R. Wiswell, formerly of Rolfe, Ia., has arranged to engage in the grain, lumber and implement business at Midland City, Hallsville, and Tabor, Ill., with headquarters at Beason, Ill.

A Clark street bucket-shop keeper has issued an open letter to the members of the Board of Trade, over his own name, in which he attacks the Board's practices and makes some timely suggestions.

Dr. N. Robinson of Canton, Mo., has raised a crop of rice this season along the Mississippi river in Illinois, yielding 200 bushels per acre. This very large yield will surprise the rice growers of Louisiana. Rice growing in Cen-

tral Illinois is expected to become a permanent industry.

W. L. Major has purchased a half interest in the elevator at Mattoon, Ill., and will have the sole management, his partner, Jeff Hoagland, having business at Decatur that will occupy his entire time.

Ware & Leland, the Weare Commission Co., and Finley Barrell & Co., of Chicago, have each taken one of the private wires given up by Lamson Bros. & Co., and formerly operated by McLain Bros. & Co.

P. D. Armour, who has been staying at Oconomowoc, Wis., since his return from the German health resorts, will pass the winter at Pasadena, Cal. He takes no active part in the management of his business.

Walters Bros., Chicago, Ill.: We have disposed of our elevator at Flagg Center, Ogle County, and wish you to discontinue our advertisement. Many thanks to the Journal for having accomplished prompt sale.

The Transfer Elevator & Grain Co. has been incorporated at East St. Louis, Ill., to conduct an elevator and warehouse business. Capital stock, \$2,000; incorporators, Edward H. Young, F. Rogers and W. W. Powell.

On all poorly husked corn, the grain dealers of St. Joseph, Ill., will knock off one cent per bushel. The husks are a great annoyance, and they propose to remedy the evil. If the carelessness of farmers increases, shuck shellers will be needed.

The old Iowa elevator on the South Branch of the Chicago River is being equipped with Day Dust Collectors and a first-class dust collecting equipment. Along the east side of the elevator are 12 Day Collectors and one will be placed over the boilers.

A. R. Jones was suspended for one day by the directors of the Chicago Board of Trade for failure to report the name of the firm with whom a deal was made for a customer. The violation of the rules was unintentional, and was caused by bad bookkeeping.

Few country grain dealers have the pleasure of doing business in such a handsome office as that recently completed at Woodhull, Ill., by Oscar Williams. Its walls are built of fine pressed brick, and the interior is divided into two rooms and heated by a furnace.

Deliveries of grain at Chicago during November by the five principal railroads were only 15,742 cars, against over 32,000 in October and over 40,000 in September. The movement is the smallest in many years, the nearest low point being November, 1894, when 16,628 cars were received.

W. R. Hopkins of Decatur has purchased an interest in the firm of G. S. Connard & Co., at Elwin, Ill., and will take an active part in the management of the grain and coal business at that point. Mr. Hopkins is well acquainted with the farmers in that section, and is a valuable addition to the firm.

The Combination Investment Co., Chicago, a concern that operated in the wheat market, has been compelled to suspend business, on account of Vice-President William J. Gallagher, holder of two shares, having applied for a receiver because President George J. Hammond and Secretary Justus G. Coates, holders of the remaining 48 shares, refused to make a settlement with him. Gallagher alleges that the concern never earned the dividends that were paid regularly to investors, but that receipts from new victims were used for this

purpose. Besides having paid large dividends, the company still has over \$100,000 cash on hand, from which the receiver expects to pay investors 90 cents on the dollar. It is believed additional assets are in the possession of Hammond and Coates.

Business rivalry between George C. Stokes and E. J. Martin, grain dealers at Limestone, Ill., recently resulted in fisticuffs. The former represents Carlington, Hannah & Co., and the latter R. G. & C. H. Risser. Martin complains that Stokes has been using the smoke-stack on the Risser Elevator as a rifle target, until it is riddled like a sieve. Both are young men of excellent character.

A large number of grain men have found it to be to their benefit to place their fire insurance with Mr. P. B. Sullivan of Chicago. Besides being well acquainted with all details of fire insurance, Mr. Sullivan controls several old line companies, placing no business except in stock companies, and only those licensed to do business in Illinois. One feature of his policy form permits the dealer to assign the policy as collateral at any time without waiting for or even getting consent of the company, thereby facilitating the borrowing of money.

A number of members of the Chicago Board of Trade met at the Grand Pacific Hotel last Thursday afternoon and adopted resolutions declaring that "drastic and radical methods are now necessary, both in the revision and the administration of our rules and regulations, after revision. We believe the evils which have beset the Chicago Board of Trade during the last few years are largely the result of lax construction of the rules and regulations. It is vital that the officials to be elected for the coming year be men of the highest standing and integrity. That the fight against bucket-shops should be rigorously continued, especially against all firms connected with the Board of Trade concerning which the slightest rumor exists. That all communication between bucket shops and members or firms of the Board of Trade, of whatever kind or nature, should cease at once."

#### CORRECTIONS FOR ILLINOIS LIST.

Secretary B. S. Tyler of the Illinois Grain Dealers' Association has sent us supplement No. 1 to the List of Regular Grain Dealers issued by the State Association, from which we take the following corrections and additions:

Mattoon, Ill.—Major & Hoagland, successors to G. T. Elliott.

Fairbury, Ill.—F. L. Churchill instead of Charles Churchill.

Weston, Ill.—F. L. Churchill instead of Charles Churchill.

Vandalia, Ill.—St. Jacob Enterprise Mill Co. instead of St. Jacob's Enterprise Milling Co.

Mulberry Grove, Ill.—St. Jacob Enterprise Mill Co., instead of St. Jacob's Enterprise Milling Co.

Hagarstown, Ill.—Add B. F. Enloe.

Decatur, Ill.—Add W. L. Dumont (broker).

Decatur, Ill.—Add C. W. Cooper & Co. (Brokers).

Lake City, Ill.—Stapleton & Mitchell (Mail Lake City instead of Assumption).

Sauemin, Ill.—Erase R. J. Reilly.

Flora, Ill.—Charles Austen instead of Charles Austin.

Fairfield, Ill.—L. J. Keith & Son instead of Keith & Cheney.

Springer, Ill.—Add J. W. Springer & Bro. (Mail, Springerton.)

Rinard, Ill.—Add McDaniel & Chaney.

Rinard, Ill.—Add Geith Bros.

Edgewood, Ill.—Add Gillmore & Co.

Edgewood, Ill.—D. O. Stetson instead of Stetson & Co.

Farmingdale, Ill.—Add F. Hopper.

Stanford, Ill.—Erase F. M. Snyder.

Stanford, Ill.—O. S. Skinner instead of Wm. Skinner.

Carrollton, Ill.—Add Hussey & Co.

Carrollton, Ill.—Add the Advance Flour Mill Co.

Elkhart, Ill.—Spellman & Bock instead of Spellman, Orton and Spitly.

Williamsville, Ill.—Spellman & Bock. (Mail, Elkhart.)

Sherman, Ill.—Spellman & Bock (Mail Elkhart) instead of (Mail, Williams-ville.)

Shipman, Ill.—Add Jos. Dodson.

Carlinville, Ill.—St. Louis Milling Co., instead of Carlinville Milling Co.

White Hall, Ill.—Frech & Wilton instead of Frech & Wilson.

Beecher, Ill.—Add Chas. Mann.

Beecher, Ill.—Add A. Ehrhardt.

Papineau, Ill.—W. A. Rosenberger, successor to Wm. Sievert.

West Ridge, Ill.—Add Smiley & Watson.

Shelbyville, Ill.—Queen City Milling Co., successors to Been & Craddick.

Shelbyville, Ill.—Root & Westervelt, successors to The Harwood Co.

Sullivan, Ill.—L. R. Smith & Co., successors to B. S. Tyler & Co.

Chrisman, Ill.—Add F. W. Gilbert.

Fithian, Ill.—Add A. N. Gordy.

Bronson, Ill.—C. B. DeLong (Mail Fithian) instead of B. B. Minor.

Muncie, Ill.—B. B. Minor (Mail Indianapolis) instead of B. B. Miner (Mail Oakwood).

Leroy, Ill.—O. L. Brining instead of A. L. Brining.

Mahomet, Ill.—Erase G. L. McClure.

Loxa, Ill.—J. O. Linder instead of John Linder.

Buckley, Ill.—Erase J. E. Springer.

Buckley, Ill.—Erase Wm. Wykle.

Buckley, Ill.—C. H. Rumley instead of C. H. Rumby.

Buckley, Ill.—Add Sieberns Bros.

Buckley, Ill.—Change spelling of station from Bulkley to Buckley.

Kankakee, Ill.—R. G. & C. H. Risser instead of R. C. & C. H. Risser.

Rantoul, Ill.—Clark & Rusk, successors to Thos. Ogden.

Rantoul, Ill.—A. M. Goff & Son, successors to McCollough & Goff.

Seovel, Ill.—R. G. & C. H. Risser (Mail Kankakee) instead of C. K. Brittenham.

Potomac, Ill.—Add J. W. Payne.

Armstrong, Ill.—E. A. Wood instead of V. H. Cazer.

Erase Harwood Station. W. B. Sill has office at Harris (Martha P. O.)

Dickerson, Ill.—Erase P. S. Peterson.

Bellflower, Ill.—Noble Bros., successors to M. O. Flanigan & Co.

Kumler, Ill.—Noble Bros., successors to M. O. Flanigan & Co.

McVey, Ill.—Add F. Hamilton.

Perdue, Ill.—Richardson & Hopkins instead of Richardson & Cooper.

Keyesport, Ill.—Wm. Langham instead of Wm. Lougham.

Dalton City, Ill.—Scott & Belden, successors to B. S. Tyler & Co.

#### INDIANA.

The Hessian fly is reported to be doing great damage to the growing wheat in Indiana.

The grain business of O. Barnard & Son, at Fowler, Ind., will hereafter be conducted by J. F. Barnard.

Mrs. John Barnard, wife of the popular grain dealer at Fowler, Ind., died Dec. 7, after an illness of only six days.

Bucket-shops are said to have caused the failure of the Wakarusa Elevator Co., of Wakarusa, Ind. The concern has issued warehouse certificates for over 8,000 bushels of wheat, and has only 2,200 bushels in store.

The new elevator of John B. Ross & Co., at Brookston, Ind., has been completed. The house has a storage capacity of 75,000 bushels, and is well equipped, having three dumps. The office and engine rooms are substantial brick structures.

M. Duffy & Son, of Swanington, Benton Co., Ind., were in Chicago last week and reported that the large crop of corn had nearly all been gathered. The yield is not so great as anticipated; it will average 45 to 50 bushels to the acre. The quality is above an average. Farmers are not selling freely, because money is easy, and they are waiting for higher prices.

#### IOWA.

Work has begun on the new elevator at Meservey, Ia.

The burned Otto Elevator at Wapello, Ia., will be rebuilt.

M. Doran's new elevator at Nichols, Ia., is about completed.

D. J. Jenks has succeeded Steele & Jenks at Coon Rapids, Ia.

I. W. Vanduzor will have charge of the new Kyle elevator at Coin, Ia.

Charles Fiel will buy grain for the new elevator at Charles City, Ia.

William Hibbs & Son of Lacey, Ia., inform us that J. J. Price has built an elevator at Beacon.

J. F. Younglove has the contract to erect a modern 25,000-bushel elevator for Ira Conger at Early, Ia.

Moore Bros. & Felthous, who are building an elevator at St. Benedict, Ia., will erect one at Algona on the Central.

E. J. Miller has purchased the interest of his partner, W. D. Coonley, in the grain and coal business at Hampton, Ia.

We are informed upon reliable authority that S. D. Thompson, listed at Hamburg, Ia., has been a scalper, but never a regular grain dealer.

A. Imholt, Haverhill, Ia., writes: I have stopped buying grain at Ferguson and Haverhill, but still continue to operate the elevator at Vancleve.

The firm of J. H. Dow & Co. has been formed to operate an elevator at Donahue and conduct the grain and stock business at Eldridge and Dixon, Ia.

Samuel C. Lewis of Ainsworth, has purchased the interest of his brother James in the grain and lumber business of Lewis & Ferguson at West Chester, Ia.

H. Ovens of Toledo, Ia., is reported to be shipping grain from Potter, where he has no facilities for handling grain. The regular dealers complain that he is making them trouble.

W. A. Bates has purchased the interest in the grain firm of Johnson & Swenson, at Roland, Ia., held by J. R. Johnson, who will leave for Colorado, to be cured of consumption.

John Howie, Brooklyn, Ia. The scoop shoveler here knocks all the profits out of the grain business. He shows his bid to any farmer who has a car of corn to sell and says, "Give me \$2 or \$3 and I will handle it for you."

M. G. Heald of Logan, Ia., writes: Myself and J. A. Yates are the only regular dealers here. Once in a while a little feed store is started in town, the proprietors representing themselves as dealers and receiving card bids from commission houses in Chicago to show the farmers the price.

N. S. Beale of Tama, Ia., was in town last week. He reports farmers are holding corn, except the little they are selling to feeders for 25 cents. The corn in Central Iowa along the C., M. & St. P. R. R. is not in good condition, the germs being black, which indicates a partial decay. None of the 1899 crop will do for seed. The corn was moist when caught by the frost and resulted in this damage.

Quite a number of samples of linseed oil sent to the Iowa State Board of Health for examination have been found to be adulterated, and several prosecutions have been begun. Secretary J. F. Kennedy states that this matter of testing linseed oil, and prosecuting adulterers thereof, is not the appropriate work of a sanitary body. It is a commercial transaction, with but little, if any, sanitary significance whatever.

Dealers at Maxwell and Elwell, Iowa, are having considerable trouble, due, it is claimed, to the competition of Miner & Co., of Cedar Rapids. It seems that Miner & Co. have no facilities at Elwell, but employ a storekeeper by the name of Flickinger to buy and load grain into cars for them. The ruling price at Elwell has been 22 cents, and the farmers are happy. A local association seems to be needed there to convince the dealers that it is more profitable to maintain prices at a living figure.

Robert Orr is reported to be attempting to conduct a scoop shovel business at Brooklyn, Ia. His method is not new, having been practiced many times before by trouble breeders of his stripe. He shows his bid to the farmers and if they will give him one or two dollars he handles the corn for them. Competition of this kind is very discouraging to the regular dealers and naturally they heartily appreciate it when his bids are discontinued or placed two or three cents below the bids sent to the regular dealers.

## KANSAS.

J. H. Cavanaugh is building a 10,000-bushel elevator at Effingham, Kan.

N. B. Hieatt has purchased the elevator at Willis of the Bank of Horton, Kan.

The new 10,000-bushel elevator at Winchester, Kan., has been nearly completed by the Midland Elevator Co.

When and where will the annual meeting of the state association be held? Are you going on the excursion?

Owing to the blockade of grain-laden cars at Coffeyville, Kan., the Missouri Pacific for a time has refused to receive grain billed to southern points.

A branch of the Kansas Grain Dealers' Association held a pleasant and profitable meeting at Belleville, Kan., Nov. 28. After business was transacted twenty-seven guests sat down to a banquet at the Hotel Republic.

The new Harroun Elevator at Elwood, Kan., began operation Nov. 29. A car can be unloaded in one minute and forty seconds, and three cars can be handled at one and the same time. When the house was opened 280 cars of grain were on track waiting to be unloaded. Most of the grain comes from points on the St. Joseph & Grand Island Railroad in Kansas and Nebraska. The storage capacity of the plant is 500,000 bushels.

"Out There In Kansas" is the title of a neat hanger issued by F. D. Coburn, secretary of the state board of agriculture. This year's Kansas crops have been: Wheat, 43,687,000 bushels; corn, 225,183,000 bushels; oats, 26,046,000 bushels; rye, 1,754,000 bushels; barley, 3,352,000 bushels; broomcorn, 14,000,000 pounds; castor beans, 37,862 bushels; flaxseed, 1,412,000 bushels; millet and hungarian, 796,320 tons; tame and prairie hay, 2,656,000 tons. The total value of farm products for the year was \$169,747,037, an increase of \$37,652,367 over the previous year.

The Kansas State Board of Agriculture is credited with having issued the following report for December, which we doubt: The area of winter wheat reported as probably sown is 4,120,000 acres, which is a decrease of 8.5 per cent from last year's sowing. A decrease ranging from 1 to 45 per cent is shown in ninety-three counties, and an increase of 1 to 6 per cent in eight counties. The conditions for germination and growth since seeding time have, with some exceptions, been generally favorable. Reports indicate that there will not be an unusually large reserve of the 1898 crop held by the farmers.

## MICHIGAN.

Grain trade news items are always welcome.

A grain elevator is to be built at Bannister, Mich.

F. J. Stuart & Co. have bought the elevator of Cruice & Doty at Pontiac, Mich.

John Sherman, of Paw Paw, Mich., will erect a building for his grain and seed business.

An elevator is to be built at Eau Claire, Mich., by Frank Phiscator, the lucky Klondike miner.

Mr. Reynolds has nearly completed his elevator at Amadore, Mich., and has purchased a gasoline engine.

Nelson A. Strong has bought the elevator and grain business of I. N. Reynolds at Eaton Rapids, Mich.

Adrian D. Joyce, grain dealer in Macomb county, has filed a petition in bankruptcy in the United States Court at Detroit, Mich.

W. J. Bristol, of A. Webster & Co., Kalamazoo, is considering the feasibility of building an elevator at Olive Center, Mich., to handle rye.

The McMorran Co., of Port Huron, Mich., has so much grain on hand that it has leased the Sanborn Elevator in which to store the surplus.

The Michigan crop report gives the condition of wheat as 80 per cent, the crop having been seriously damaged, with little prospect of its recovery eventually. During the four months ending with November farmers' deliveries were 2,981,000 bushels, which is 4,849,000 bushels less than during the same time last year. Good growth would have been made but for the ravages of the Hessian fly.

## MINNESOTA.

The Imperial Elevator at Duluth, Minn., has been completed.

Mr. Thoele of Morris will have charge of the new elevator at Scott, Minn.

The Farmers' & Merchants' Elevator Co. is being formed at Boyd, Minn., to build an elevator.

The Ward & Cardwell Co., of Fairmont, Minn., has let the contracts for the elevators at Northrup and Truman.

Receipts of the Minnesota state grain inspection department for October were \$30,000, or \$1,000 less than for October, 1898.

J. J. Haynes of Delavan has taken charge of the Interstate Elevator Co.'s new 20,000-bushel elevator at Tenhasen, Minn.

John Burger & Co., of Milwaukee, Wis., have purchased the half interest of Sontag & Co. in the elevator at Winona, Minn.

The appointment of a deputy grain inspector at Winona, Minn., is being considered by the state grain inspection department.

Duluth grain receivers have petitioned the state grain inspection department to turn over all samples taken from cars to a charitable institution.

So much grain is in store at points in Minnesota that insurance can not be had for it all in this country, and some of it is being carried abroad.

Duluth, Minneapolis and St. Paul have been visited by the New York Commerce Commission, which is investigating the decay of New York's grain trade.

Work is being pushed on the new elevator of the Great Northern at Duluth, Minn. When the bay is frozen over pile-driving for the foundation will begin.

Minnesota grain dealers would profit greatly by getting together. If the associations are of service to the dealers of other states, Minnesota should find them of double service.

While Minneapolis grain commission men are taking out licenses under the Grindeland law, it is their intention to advance the test case for a decision by the United States supreme court.

H. L. Day has secured the contract to equip Peavey & Co.'s new elevator at Duluth with the Day Dust Collecting System. The plant will include 26 Day Collectors and a complete system of sweep ups.

At auction, Nov. 25, the interest of H. J. O'Neill, 166 shares in the National Elevator Co., and 154 shares in the Marfield Elevator Co., of Winona, Minn., was bought by the H. J. O'Neill Grain Co., for \$1 and \$14,000 respectively, the National stock being subject to a lien of \$26,000, and the Marfield stock to a lien of \$5,100.

D. L. Webster, of the McCaull-Webster Elevator Co., Minneapolis, says: that practically no wheat is being marketed, because of the low price it was bringing. He explains the slow movement of corn by saying that more of it than ever before is being fed to stock. This winter should be a very profitable one for persons engaged in the stock business.

Competition in the grain business at Vesta, Minn., was choked off recently by the Chicago & Northwestern Railroad Company in a novel manner. The company had given Bingham Bros., and the Minnesota Elevator Co. the exclusive right to build houses on this line. The grain house erected by Foster &

Miller, independent buyers of Echo, Minn., at Vesta, was pulled down, Dec. 1, by a locomotive.

The annual report of the Minnesota state grain inspection department for the year ending Aug. 31 was handed in by Chief Inspector Reishus, Dec. 5. The total number of cars received at the Minnesota terminals during the period of this report exceeded the highest number received in any previous year by 26,307. The total number of carloads of grain inspected "on arrival" at the four terminal points, St. Paul, Minneapolis, Duluth and St. Cloud, amounted to 279,112, divided as follows: Wheat, 217,924 cars; corn, 21,519; oats, 13,951; rye, 3,908; barley, 6,727; flaxseed, 15,083 cars. There was inspected "out of store" for the same period, spring and winter wheat, 31,038 cars and 59,656,795 bushels into vessels; coarse grain (including corn, oats, rye and barley), 13,231 cars, and 14,289,978 bushels into vessels; flaxseed, 1,887 cars, and 6,768,277 bushels into vessels. Compared with the number of carloads inspected "on arrival" during the preceding year, it shows a very material increase in the volume of business of the inspection department. The number of cars inspected at the four principal points being 59,371 carloads more than during the year previous. The revenue of the department for the year was \$188,926.30, an increase over the previous year of \$35,412. The disbursements were \$213,764.54, resulting in a net loss of \$24,858.24. The total changes from the original inspection by the appeal board was 11,666 cars, or 1 in 25.

### MISSOURI.

An elevator is proposed at Reeds, Mo., by parties from Wentworth.

The Ollis Grain Co. has been formed at Kansas City, Mo., by J. W. Ollis and A. Gorsuch.

Judge Klein has granted a decree of foreclosure against the Farmers' Elevator Co., St. Louis, Mo.

C. P. Harris, Westboro, Mo.: Couldn't do business without the Journal. Think every grain dealer should have it.

Jockusch, Davison & Co., of Galveston, Tex., purchased 100,000 bushels of oats at St. Louis, Mo., recently, to fill a government contract in Cuba.

The St. Louis Public Warehouse Co., of St. Louis, has been incorporated, with a capital stock of \$2,000, by E. F. Kroeger, J. R. Bennett and Joseph B. Lawton.

The Morrison Grain Co. has been incorporated at Kansas City, Mo., with \$10,000 capital stock. Incorporators, R. T. Morrison, J. L. Morrison and F. J. Poor.

Fire at Sprague, Mo., destroyed the grain house operated by J. T. Rosebrook & Bros., and owned by J. M. Imbs, of St. Louis. Loss on contents, \$1,000; insurance, \$700.

The monthly crop bulletin issued Dec. 2 by the Missouri section of the United States weather bureau says: "Corn gathering is well advanced in all sections and in many counties is practically completed, the weather having been excellent for that work. In some of the northeastern counties much of the corn is of poor quality, due to the late planted seed having been killed by frost at the close of September. There has been a marked improvement in fall pastures during the month, and many correspondents report that they are now in excellent condition. In some sections, however, they were so badly injured by

the drouth and in some of the southeastern counties so nearly destroyed by army worms that recovery has been slow, and they are still too short to afford much feed."

C. P. Harris, Westboro, Mo., Dec. 4: Corn moving slowly in these parts. A good deal of feeding is done here; consequently feeders are paying above present market prices for corn.

The Missouri Railroad and Warehouse Commission has recently appointed M. C. Fears of St. Louis, supervising inspector of the state grain inspection department; and has appointed E. E. Hayman chief weighmaster at Kansas City. At St. Louis some of the deputies will be laid off owing to light receipts.

### NEBRASKA.

The Monroe Grain Co. has begun work on its new elevator at Monroe, Neb.

C. J. Miles of Hastings, Neb., has bought the elevator of Mr. Hopkins at Wilber, Neb.

J. H. Hughes, dealer in grain and coal at South Ravenna, Neb., will open an office at Ravenna.

George Smith has rented and is running at full capacity the elevators of Morton Bros. at Julian, Neb.

William Murray, grain dealer at Murray, Neb., is building an elevator on the Missouri Pacific at that point.

At Battle Creek, Neb., the Updike Grain Co. has stone on the ground for the foundation of its new elevator.

Geo. Schuessler of Rogers, Neb., has recently installed a Page Grain Loader, thus improving the equipment of his elevator.

The T. W. Smith Grain Co. has been incorporated at Fairfield, Neb., with \$7,000 capital stock, by T. W. Smith and W. H. Bruce.

O. H. McGrew of Superior, Neb., informs us that he has just completed an elevator at Abdal Station on the Missouri Pacific Railroad.

Ed Leet, who owns seven elevators in that part of the state, has bought the elevator and grain business of Lindell & Bailey at Fairbury, Neb.

M. L. Bigler of Hastings, Neb., informs us that he has purchased the Missouri Pacific Elevator at Lawrence, Neb., and will operate it the coming year.

Vanallen & Heyl, Platte Center, Neb., Dec. 6: Corn tributary to our market is a good average crop. Wheat is poor, both yield and quality. Oats are a fair yield, good weight, but little off in color.

The Cash Grain Co. has been incorporated at Omaha, Neb., to do a general grain business. Capital stock, \$100,000; incorporators, E. L. Bradbury, W. M. Christie, and A. J. Molinelly of Chicago.

George Craven, Exeter, Neb., informs us that W. H. Ferguson has bought the elevator of Ragan & Coats at Exeter, and Joseph Coats will remain in charge. The Updike Grain Co., of Omaha, has built an addition to the elevator at Cordova, and has purchased the elevator of H. Bedford at Bee, Neb.

G. H. Conant, the Omaha representative of McReynolds & Co., was in Chicago this week to attend a meeting of the different representatives of the company. He reports the grain business very quiet in Nebraska and little moving. The farmers are waiting for 25 cents. Corn is in good condition and keeping well.

### NEW ENGLAND.

O. E. Mills will engage in the grain business at Knightsville, Me., where he has leased a building.

John M. Clark, for 25 years in the grain business, has retired, and will remove from Worcester, Mass., to California, on account of poor health.

George B. Pope, grain dealer at Waltham, Mass., died of paralysis, Nov. 30, aged 57 years. He was an influential member of the Boston Chamber of Commerce for many years, and had held various official positions.

George W. Reynolds & Sons have purchased the business of J. S. Perkins & Co., dealers in grain and flour at Chelsea, Mass., and will carry on this business in connection with their trade in hay and lumber. Mr. Reynolds will be assisted at Chelsea by his son, Joseph.

Edward P. Merrill, grain broker of Portland, Me., writes: The billing wanted here is Brunswick, Me., at Boston rate. Generally speaking, mixed corn or mixed oats not wanted. Shippers careful about detail in making shipments are taking the business. The buyer in all lines is becoming, year by year, more careful about quality and more particular that the letter and spirit of the contract be carried out.

### NEW YORK.

The Husted Milling & Elevator Co., of Buffalo, N. Y., will probably rebuild its burned elevator soon.

The scoopers' union at Buffalo, N. Y., is arranging to bid for the next season's grain shoveling contract.

Buffalo grain receipts from the opening of navigation to Nov. 30 were 135,548,000 bushels, against 193,778,000 bushels for the preceding season. Will the pool heed the warning?

After reconstructing its docks and overhauling the machinery, the Sodas Bay Elevator Co., Sodas, N. Y., will place the elevator in operation. The plant has stood idle for a long time.

It is said that the Brooklyn Wharf & Warehouse Co. has offered to give free lighterage to all merchants storing grain in the elevators of the company. This free lighterage is to be from vessel to elevator, and will mean a saving of \$12 to \$20.

Henry D. McCord & Son, grain dealers at New York city, made an assignment Dec. 1, to John P. Truesdell. The creditors number thirty, and the assets and liabilities are \$100,000. The firm has been in business many years, and has worked up a good trade in corn, especially with the West Indies.

### NORTHWEST.

Grain trade news items are always welcome.

Send us copies of the wheat tickets you are using.

R. S. Roberts, manager at Aberdeen, S. D., for the McCaull-Webster Elevator Co., had his foot caught in the flywheel of the engine and badly injured.

Victor Sargent, grain dealer at Harvey, N. D., is charged with having forged and negotiated wheat tickets. He will be tried at the January term of court.

Two large warehouses are being erected at Scalp Creek Landing, Gregory Co., S. D., to accumulate grain during the winter for spring shipment down the Missouri River. Captain Leach ex-

pects to have an additional steamer in the river trade next season.

General Washburn has opened his new elevator at Wilton, N. D., to which point the new railroad will be completed by June 1. Senator Washburn will also put a cable ferry at Washburn and operate a line of boats to connect with the northern country.

### OHIO.

Peter Hipp expects to buy the grain elevator at Chatfield, O.

W. H. Snyder of Carey will rebuild the burned elevator at Vanlue, O.

E. H. Culver, chief grain inspector at Toledo, recently visited Cincinnati.

The Ohio Grain Dealers' Association will hold a meeting at Columbus, probably in January.

Fire at Horton, O., on the T. & O. C. Railroad, destroyed a small grain elevator, Nov. 28. Insured.

John R. Barrett will remove with his family from Spring Valley to Wilmington, O., where he will erect a grain elevator on the C. & M. V. railroad.

J. W. Hunter, hotel proprietor of Grand Rapids, has bought and will operate the elevator at Cloverdale, O., of Paddock, Hodge & Co. Repairs will be made and new cribs built.

Isaac Thorman asks the appointment of a receiver for the Cleveland Grain Drying Co., of Cleveland, O., alleging that the concern has been losing money ever since it was started. The other partners are Emmet C. Ferny and Samuel Fuldheim. On account of the smell from the wet grain, Ferny was arrested some time ago on the charge of maintaining a nuisance, and fined \$50 and costs.

The Hessian fly has played havoc with the growing wheat in Ohio. The state crop report of the board of agriculture, issued Dec. 5, shows that the condition has dropped on this account to 80 per cent of the full average crop. Many fields have been utterly ruined, and on the whole the plant has not suffered more in years from this pest than it has this fall. Approaching winter has rarely found the wheat in this state in so poor a condition to meet it. The total corn crop in Ohio for 1899 is estimated at 106,462,757 bushels, which is an average of 36 bushels per acre.

### PACIFIC COAST.

Send us notices of new elevators, new firms and business changes.

F. Barman, general merchant at Colville, Wash., has completed a grain warehouse.

Hemp growers are endeavoring to induce the directors of the California state prison to manufacture grain bags of hemp.

J. M. Hixson, grain and hay commission merchant at Sacramento, Cal., since 1849, died recently at Seattle, Wash., aged 75 years.

Thieves undermined a warehouse on the water front at Stockton, Cal., last summer and have been stealing wheat ever since. The recent collapse of a stack of sacks disclosed the robbery.

Wheat is quoted at 35 cents in Washington. Farmers have sold but little under 40 cents, and declare they will hold all winter if necessary to obtain their price. Large quantities are stored at country points.

Lilly, Bogardus & Co. of Seattle, Wash., have installed two Lowry hay compressors to make bales 15 inches in diameter by 3 feet long, weighing 300

pounds, with a view to capturing all the export trade in hay at that point.

The Southern Pacific Railroad has increased the rate on wheat from Ogden, Utah, to San Francisco, Cal. The rate of \$4 per ton in carloads, which has ruled for three years, has been raised to \$7.60. As the rate for transporting wheat from Logan to Utah is 10 cents, the grain dealers say that at present prices in San Francisco they will not be able to pay more than 25 cents per bushel, delivered at the car.

The latest method of harvesting wheat in the Palouse country is with a 14-foot binder operating like a header, but with a binding attachment. The header has lost its popularity, as the time in which it could be used was too short, and the grain has to be ripe before cutting, resulting in bleaching and damage. With the binder the fields can be cut early, when the grain is quite green, as it will ripen in the shock and can be threshed as the weather permits.

Complaint is made in the Pacific northwest that farmers are careless and have permitted the growth of wild oats and cockle until the evil has become widespread, this trash forming 2 to 10 per cent of every car of wheat inspected. Buyers are the principal losers and will continue to be until they quote a big difference in the price between clean grain and dirt. Cars of barley arriving at terminal markets have been absolutely unsalable on account of the large percentage of wild oats. By equipping with proper cleaning machinery much of the foreign matter can be removed.

### PENNSYLVANIA.

The Central Elevator Co. of Pittsburgh, Pa., makes a business of weighing grain through its house for shippers, who are enabled thereby to claim settlement for full weight shipped. The charge is \$3 per car, and grain is placed back in the same car if desired. Grain originating on the Pennsylvania line can be prorated east at the through rate from point of origin. The usual switching privileges apply on all grain arriving over the same line. The shipper pays for the weighing at point of loading. Buyer should accept first weights or pay for second weighing.

### SOUTHEAST.

Report the grain trade news of your neighborhood.

The Louisville Board of Trade has appointed O. D. Coldewey weigher of dry grain.

We are indebted to Geo. W. Brooks of Atlanta, Ga., for an attractive wall calendar.

An elevator will be built at Lake Mary, Fla., by the Planters' Grain & Elevator Co.

A white worm is said to be doing much damage to the growing wheat in the vicinity of Lancaster, Ky.

J. Dixon & Co., grain dealers of Paducah, Ky., have installed a corn shelling outfit, with 5,000 bushels daily capacity, to be operated by a new 12-h. p. traction engine.

L. D. McKee, who is to be manager of the Nashville Steel Elevator & Storage Co., will arrive at Nashville Jan. 1. A plant costing \$80,000, and having 300,000 bushels capacity, is to be erected at West Nashville. George W. Brooks of Atlanta, Ga., is connected with the company.

H. T. Hackney & Co., grain dealers of Knoxville, Tenn., have applied for permission to increase their capital stock from \$20,000 to \$50,000. Mr. Hackney, who died recently, was president and general manager for a number of years. The present directors are B. A. Morton, C. L. Parham, H. W. Hackney, J. H. Morton and M. A. Hackney.

B. S. Shea & Sons' grain elevator at Nashville, Tenn., was burned Nov. 25. The contents were 15,000 bushels of wheat, corn and oats, valued at \$15,000, and 3,000 sacks of nitrate of soda, valued at \$18,000 and insured for \$10,000. The presence of the nitrate of soda, owned by the Sycamore Powder Co., made the fire the hottest one that ever occurred in a grain elevator. The heat melted the nitrate and generated oxygen gas, which caused intense combustion and numerous explosions. The elevator will be rebuilt as soon as the insurance is adjusted.

### SOUTHWEST.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

The Colorado Milling Elevator Co. has almost completed its new 80,000-bushel elevator at Windsor, Colo.

The F. F. Roby Flour, Grain & Storage Co. has been incorporated at Colorado Springs, Colo., with \$50,000 capital stock.

Cy. Williams, Norman, Okla., Dec. 5: Our wheat crop prospect was never finer at this season of the year. Wheat is sufficiently high to hide a grown rabbit.

An elevator is being built by the Alfalfa Land & Cattle Co. on its ranch near Fowler, Colo. A gasoline engine will operate the machinery necessary to unload cars of corn.

The Kansas & Oklahoma Grain & Elevator Co. has been incorporated, with headquarters at Kansas City, Mo. Capital stock, \$25,000; incorporators, C. C. Orthwein and W. J. Orthwein of St. Louis, C. O. Schulz and A. H. Green.

The Cunningham Commission Co. has been incorporated at Little Rock, Ark., to deal in grain and produce. Capital stock, \$5,000; G. E. Cunningham, president; C. C. Cunningham, vice president; and F. Cunningham, secretary and treasurer.

The southwestern correspondent of the L. B. Brinson Grain Co., St. Louis, says: If we have two weeks more of weather of the present kind, the wheat will go to "jointing." It is getting too far forward to be safe in event of very rough winter weather. There never was such a full stand of wheat in southwestern Missouri, but the acreage is somewhat smaller than last season. Eighty per cent of the season's crop has gone to market, not only in the southwest, but all over Kansas, Indian and Oklahoma Ter.

### TEXAS.

Texas Star Flour Mills, Galveston, Tex.: The Grain Dealers Journal is arriving regularly and is read by us with a good deal of interest.

Taylor, Tex., is becoming a large grain market. Womach & Sturgis have 20,000 bushels of corn on hand and are constantly receiving more. Their receiving capacity is 3,000 bushels per day. Bland, Robertson & Co., who have a steam power sheller, are shucking and

shelling 2,500 bushels of corn daily. They purchase corn at several points in the county.

Heard & Knotts of McKinney, Tex., have recently built a new corn house. They have purchased a new process dustless corn sheller made by the Mar-selles Mfg. Co. and intend later to add a corn chopper and mill for grinding feed.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, states that the exports from that port for the month of November were 8,337,100 bushels of wheat and 1,474,000 bushels of corn; against 1,930,800 bushels of wheat and 508,000 bushels of corn during November, 1898.

The Binyon Storage & Elevator Co. has been incorporated at Waco, Tex., with \$50,000 capital stock, to do business at Corsicana, Temple, Taylor, Austin, San Antonio and Houston, besides Waco. The incorporators are W. W. Cameron, R. H. Downman, Walter P. Binyon and F. A. McDonald.

An amendment of the charter of the Galveston Cotton Exchange is suggested by the grain committee, to take in the grain business more completely. The committee has submitted statistics showing a steady growth in the grain trade of the port. The increase during the past five months, compared with the corresponding five months of last year, was nearly 125 per cent.

Among the railroads now being built in Texas are the following: Texas & New Orleans, from Cedar to Rockland, Tex., 170 miles, of which 40 miles are now under contract; Missouri, Kansas & Texas, San Marcos to San Antonio, 50 miles, and Jefferson to Waskom, 25 miles, under survey; Houston & Texas Central, Burnet to Lampasas, 20 miles; Gulf, Beaumont & Great Northern, Rogan to Waskom, 150 miles, surveyed and contracts about to be let; total, 415 miles. In addition to the above the Fort Worth & Rio Grande is making surveys for an extension from Brownwood to San Antonio, 175 miles; the Texas Northern has located its line from Stoneham to Anderson, 12 miles, and will soon let contracts; the Calvert, Waco & Brazos Valley, which was recently built from Lewis Switch to Calvert, 15 miles, is to be extended from the latter point north to Waco, 60 miles; the San Antonio & Brownsville is projected from San Antonio to Brownsville, 275 miles.

#### OBJECT TO A JUST DECISION.

The Texas Grain Dealers' Association has rendered efficient service to its members through its Arbitration Committees as well as in numerous other ways. The latest evidence of its effective work which has come to our hands is the correspondence between Secretary Crenshaw and Swaffield & Co., following a case of arbitration, submitted by Swaffield & Co. against Harrison & Co., of McKinney, in which Swaffield & Co. sought to recover from Harrison & Co. \$22.50 as damages for failure to ship three cars of oats claimed to have been bought through F. J. Odendahl Com. Co.

The testimony showed that on August 30th Harrison & Co. wired Odendahl Com. Co. to book three cars oats like sample of the 21st at 29c. Sept. shipment, seller's option. On September 4th Harrison & Co. wrote Odendahl Com. Co. as follows: "You wired us Aug. 30th saying you were offered 29c for three cars bright oats, etc., and we

wired you 'book three cars oats etc.,' and in confirming same by letter called your attention to the fact that 'oats were slightly stained.' We not having any letter from you in the matter, suppose the trade fell through, so we consider our letter and wire cancelled, as well as the order."

In answer to this letter, on September 6th, Odendahl Com. Co. wired Harrison & Co. that the sale was O. K. and to express large sample, which Harrison declined to do, claiming the right to cancel offer on account of failure to receive acceptance within a reasonable time.

The arbitration committee took Harrison's view of the matter and decided in his favor, and it is this decision, under this evidence, that Swaffield & Co. term "Very Rotten." Their letter, also Secretary Crenshaw's courteous reply is as follows:

New Orleans, Nov. 23, 1899.  
Texas Grain Dealers Association, Fort Worth, Tex.

Dear Sirs:—We have your letter of the 20th, returning papers in the case of Harrison, and notice you will not return the \$10 deposited with you as proof of our good faith, but that you will keep this to defray the expenses. As we understand it now, we lose our oats and we lose our \$10. This beats anything we ever got into. Allow us to say that your decision was very rotten, and we feel that we are robbed out of \$10 besides. Yours truly,

A. G. SWAFFIELD & CO.

Dic. A. G. S.

Fort Worth, Tex., Nov. 27, 1899.  
Messrs. A. G. Swaffield & Co., New Orleans, La.

Gentlemen:—Yours of the 23rd to hand and in reply beg to say that I regret very much that you did not understand the purpose of the \$10 deposit. I also regret to know that you think a decision "rotten" which was rendered by four as good grain men as we have in Texas, neither one of whom had any interest whatever in the transaction between yourselves and Harrison & Co. I will place your letter before members of our association and try to avoid any similar misunderstandings in the future. Yours truly,

E. H. CRENSHAW,  
Secretary.

It has been decided by the courts at different times, that parties to a sale must use the same medium of communication, or one which is at least as fast as that used by party making offer. If the Odendahl Commission Co. had confirmed sale by wire or even by letter they would have a just claim against Harrison & Co.

If the Odendahl Commission Co. acted as agents for the seller, then seller would no doubt be held by the court as responsible for loss due to negligence of agent in confirming sale; but if the Odendahl Commission Co. acted for the buyer as it appears to have done in this case, or as a broker, then buyer's recourse for loss suffered is against the Odendahl Commission Co., whose carelessness caused the loss.

#### WISCONSIN.

Bornsheim's new elevator at Fairwater, Wis., has been placed in operation.

Breman & Carter have purchased the grain business of H. J. Dixon at Che-tak, Wis.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

W. H. Goodrich has purchased warehouse No. 20 at Edgerton, Wis., and will convert it into a grain elevator.

Frank Bacon has retired from the grain business and has severed his connection with E. P. Bacon & Co., com-

mission grain dealers at Milwaukee, Wis., and has engaged in the manufacture of electric motors.

The weighing committee of the Milwaukee Chamber of Commerce has revised the system of weighing grain from cars. In future the Chamber will supervise the weighing, to avoid disagreements between shippers and the railroad companies.

## PATENTS GRANTED

Emil Rappe of Chicago, Ill., has been granted letters patent No. 637,975 on a gas engine.

James B. Doolittle of Wallingford, Conn., has been granted letters patent No. 637,450 on a gasoline engine.

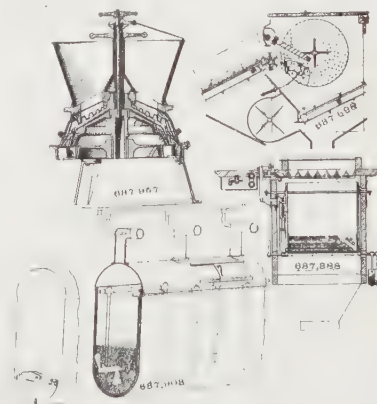
Schuyler W. Zent of Marion, Ohio, has been granted letters patent No. 637,317 on a gas or gasoline engine.

Michael E. Reisert of Hennef-on-the-Sieg, Germany, has been granted letters patent No. 637,897 on an automatic weighing machine.

George S. Strong, of New York, N. Y., has been granted letters patent No. 637,298 on a gas engine and assigned same to John P. Murphy, of Philadelphia, Pa.

James M. Dodge, of Philadelphia, Pa., has been granted letters patent No. 637,716 on a bucket conveyor, and assigned it to the Link-Belt Engineering Co., of same place.

Ira G. Berry, of Rock Falls, Ill., has been granted letters patent No. 637,698 (see cut) on a corn sheller and assigned it to the Keystone Mfg. Co., of same place. The principal feature of this sheller is a device that regulates itself to the receiving of any size ear of corn when it is being worked on the shelling teeth.



Edward Honak of Sacramento, Calif., has been granted letters patent No. 637,388 (see cut) on an automatic weighing scale and assigned it to the Union Scale and Mfg. Co., of same place. This machine consists of a weighing hopper attached to a scale beam, a means for automatically controlling a slide bar which regulates the feed cut off, and a means for disengaging the bottom plates, thereby releasing the material that has been weighed.

William F. Davis of Waterloo, Ia., has been granted letters patent No. 637,957 (see cut) on a grinding mill. The principal feature of this mill is the combination of two sets of grinding rings or burrs, arranged out of vertical alignment. A base or support having an annular recess or channel extend-

ing beneath and concentric with the rings. A duplex conveyor is movably arranged within the annular channel and adapted to receive the ground grain from each of the grinding rings.

John C. W. Stanley, of London, Eng., has been granted letters patent No. 637,903 (see cut) on an apparatus for drying wheat. This is the combination with a vessel, one end of which is provided with a door at the bottom, and the top is provided with a removal door and a series of outlet pipes. A worm conveyor is journaled longitudinally of the vessel adjacent to the bottom, and above the door. There are a series of downwardly projecting jets upon each side of the conveyor and an ejector in each outlet pipe.

#### BOOKS RECEIVED.

THE NATIONAL HAY ASSOCIATION is the title of a booklet, containing a report of the sixth annual meeting of the National Hay Association, which was held at Detroit in August last. The booklet also has a list of the officers and members, as well as the grades of hay and straw established by the association and adopted at the principal terminals, and the constitution and by-laws. It is gotten up in neat form and reflects much credit on the secretary, F. F. Collins.

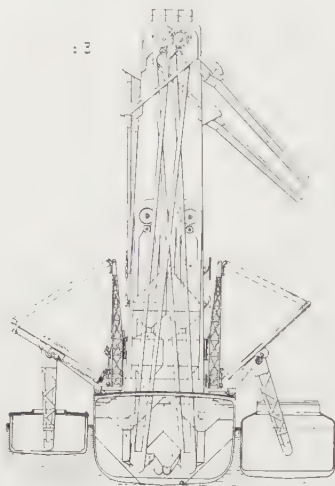
CAR RECORDS is the title of a book for the use of grain shippers in keeping a record of their sales, shipments and returns. The pages are 10¼x16¾ inches, used double and are ruled for records of Sales, Shipment and Returns. Under the head "Sales" on each left hand page are columns for Date, Amount Sold, Price, Grain and Terms; under the head "Shipment," are columns for Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route and Rate, and under the head "Returns" are columns for Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts and Remarks. This book is invaluable to the country shipper in keeping a complete record of his grain from the time he sells it until he gets his returns and has the deal settled. It will save much time and book work. The book is of linen ledger paper and bound in substantial leather covers. Festner and Clement, Omaha, Neb. Price, \$1.25.

THE PRACTICAL POULTRY KEEPER is the title of a complete standard guide to the management of poultry, for domestic use, the markets or exhibition, by Lewis Wright. This is an entirely new and revised edition, having been reprinted last March. Besides numerous illustrations this edition contains eight colored plates. It treats principally of houses, runs and accommodations of chickens; their domestic management, natural and artificial hatching and rearing; the fattening, killing and preparing for table use; poultry farming and breeding for points, besides describing the many varieties of chickens, their diseases, vices and vermin. This book contains over three hundred pages, is printed on book paper and is well bound in cloth. It suits at once the plain poulterer, who must make the business pay, and the chicken fancier, whose taste is for gay plumage and strange bright birds. Price \$2. Published by Cassell & Co., Ltd., New York.

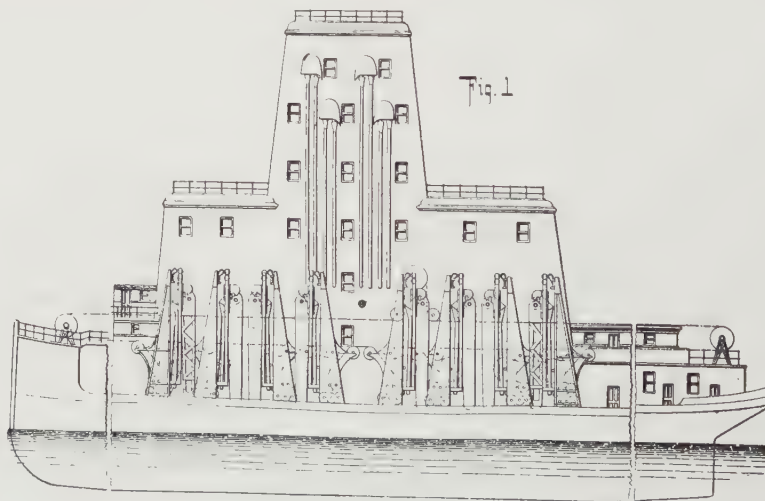
#### A FLOATING GRAIN ELEVATOR.

New York City has about the best natural advantages and the poorest mechanical advantages for the handling of grain of any of our seaboard ports. The transferring of grain from the canal boats and barges to ocean vessels by the old method was a slow, tedious job at best. To facilitate this work floating transfer elevators have been designed.

One of the latest improvements in this line is a floating elevator, on which George B. Mallory of New York, N. Y., has been granted letters patent No. 635,561.



We are indebted to the Operative Miller for the accompanying cuts, which show a side and cross-sections of the floating elevator. It is so designed that a number of barges can be unloaded at the same time. It is provided with a number of sets of unloading spouts, which are mounted upon trucks secured lengthwise of the deck of the floating elevator, so they can be shifted from place to place on the trucks as desired and placed in any hatchway without disturbing the position of barge and elevator. Conveyors are provided running lengthwise of the deck to receive the



grain and carry it to conveyors running across the deck and leading to the desired compartments. It is then elevated to weighing hoppers and spouted to compartments of the elevator or delivered direct through spouts to the ship.

Green hay is baled by a new process tried in Vermont.

## SUITS AND DECISIONS

A principal who furnishes an agent money for investment is entitled to follow, not only the property bought, but its proceeds, if sold, so long as they can be traced and identified.

Judge Waddill, Jr., in the United States District Court at Richmond, Va., decided Nov. 24, that debts contracted in speculation are valid. The holder of a note for \$2,875, given as margin, sued to recover, and was given judgment.

Bucket shop deals are ordinary gambling operations, decides Judge Pereles at Milwaukee, in the suit of John McGeogh against the estate of Frederick S. Ilsley, broker, to recover \$120 lost as margin on a wheat deal. Money so lost cannot be recovered by civil suit.

The Texas supreme court has awarded James Beattie and others a peremptory writ of mandamus to compel the secretary of state to grant a charter to the Ardmore Mill & Elevator Co. to do business at Gainesville, Tex., and Ardmore, I. T. This corporation was recently organized to buy and sell grain, but was refused a Texas charter on the ground that it had no business to be transacted in the state.

In the suit of C. F. Rice against the Madelia Farmers' Warehouse Co., Madelia, Minn., the Minnesota supreme court has decided that where grain, deposited for storage with a corporation organized to engage in storing grain for hire, is wrongfully disposed of by the fraud, unfaithfulness or dishonesty of the directors, officers or members, the owner of the grain suffers a loss which enables him to maintain an action against such officers or members under the state laws.

The supreme court of Illinois has recently rendered a decision in the case of Simon Kruse vs. Francis J. Kennett et al., in which it holds that the right conferred by statute upon any one to sue for and recover treble the value of money lost by betting, in case the loser does not, within six months, sue for the sum lost, applies to money lost by gambling in grain options in violation

of section 130 of the criminal code; and that a broker or commission man who receives money or property to be used in the payment of losses incurred in transactions in grain, which are gambling contracts under said section, is a "winner" within the meaning of section 132, and subject to the penalty imposed thereby.



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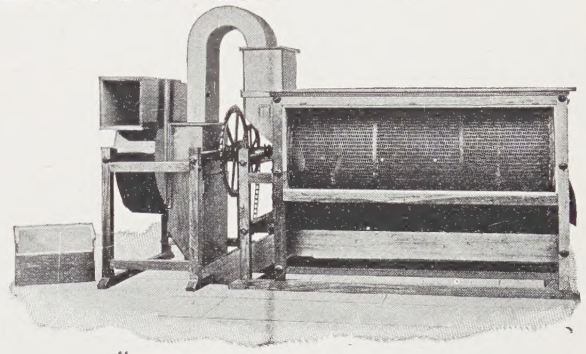
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IDA GROVE, IOWA.

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Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, D. H. CRAMER, Grand Island, Neb., or to the sole manufacturers,

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## DAMAGED GRAIN WANTED.

I buy damaged grain of all kinds. Write or wire me.

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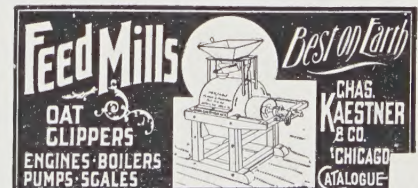
## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type.

Price, 10 cents each.

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The A. B. C. Universal Commercial Electric Telegraphic Code is used more extensively in international trade than all other ciphers. No one who does business with European firms can afford to be without a copy.

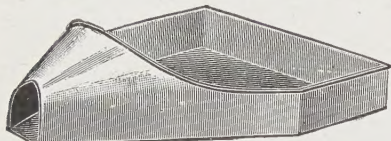
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All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record of 5,000 cars. Well bound, 11 x 14½ inches. Price \$1.50.

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Is the greatest labor saving compilation of grain tables ever published.

It is a series of tables for instantly finding the value of any number of pounds of grain at any market value per bushel without figuring.

It also reduces pounds to bushels on the same page. This book is well bound. The tables are printed in red and black, with heavy and light faced type. Price \$5.00.

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Link Belting, Spiral Conveyors,  
Sprocket Wheels, Shafting,  
Elevator Buckets, Hangers,  
Elevator Bolts, Pulleys,  
Elevator Buckets, Gearing,  
Cotton Belting, Set Collars,  
Rubber Belting, Clutches,  
Leather Belting, Couplings.

SEND FOR 1899 CATALOG.

### LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Company has all its territory districted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command of raw material, markets and surroundings will insure their permanent success.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

The Chicago, Milwaukee & St. Paul Railway Company owns 6,150 miles of railway, exclusive of second track, connecting track or sidings. The eight States traversed by the Company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle.

A number of new factories and industries have been induced to locate—largely through the instrumentality of this Company—at points along its lines. The central position of the States traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address LUIS JACKSON, Industrial Commissioner C. M. & St. P. Ry., 660 Old Colony Building, Chicago, Ill.

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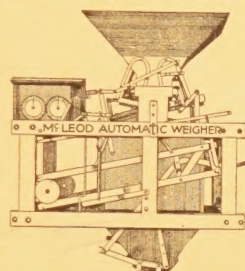
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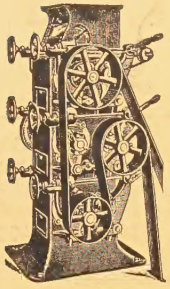
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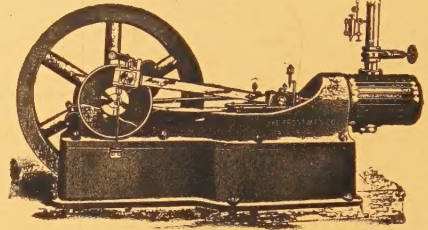
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